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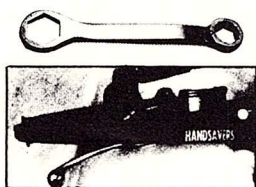
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TRAIL RIDER

M A G A Z I N E

August 1990
Volume 20 Number 8

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On the cover: Kevin Hines waits patiently as Jim Mitchell checks in the rest of the minute at the New England Championship Enduro. Hines won handily. The rider in the green jacket is Tommy Norton, winner of the 1990 Blackwater100. Photo by Dennis MacKay



Bennett is on a roll again.

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Warning: Anyone looking in this spot for humor should stop reading right now. This is a very serious sport, and you shouldn't take riding lightly, or you're liable to get hurt like my friend Wally. Wally broke two ribs in an enduro...there, is that serious enough for you? Of course, it probably wouldn't have happened if he wasn't trying to pass his buddy on the outside of a flat, sandy, high-speed turn like Rex Beauchamp at the Indy Mile, only Rex didn't have six-inch pine trees grinning at him at the apex of the turn...come to think of it, it was a pretty toady move, Wally. The rest of you...just don't ride like geeks, okay?

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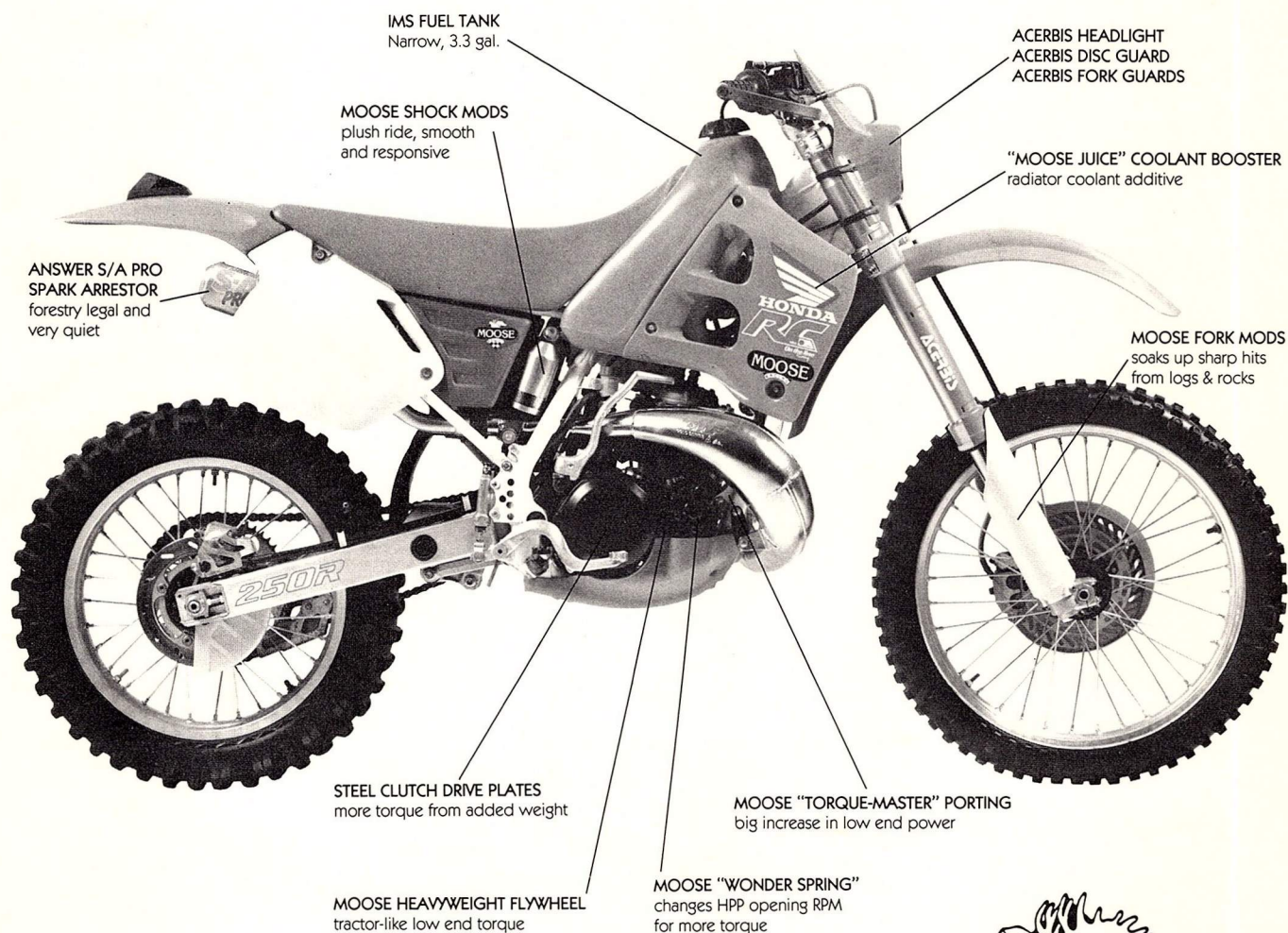
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A THINKING MAN'S GAME

By Paul Clipper

"Boy, has this sport changed!" my invisible friend Bartholomew said to me the other day. "The whole attitude is completely different, compared to 15 years ago!"

"Why? What do you mean?" I said to him with my most studious 60 Minutes interviewer face on.

"Well, take, for example, the issue of spectating an enduro, or a hare scrambles, for that matter. If you hiked out to a mudhole back in the glory days and laughed at someone stuck up to his kneecaps in slime the first thing he'd do is climb out of the swamp and beat your head in."

"I've seen it done." I admitted.

"Yeah, but now, if you do the same thing you're more apt to get into a discussion over the physics of the whole situation rather than an altercation. It's true! I was out at a mudhole last Sunday and some clown came flying in, hit a log, and dove in head first right in front of me. It was hilarious! I could tell he wasn't hurt, but I couldn't help but breaking up over the whole scene—I mean, here's this shnoid with his feet up in the air—and he struggles out to near where I am and I'm thinking 'Oh no, here it comes...'" and the guy is looking at the trail coming in, the one going out, and he starts *talking* about it, just *talking*.

"He says, 'Yeah, it must have looked pretty good, pretty good,'"—I swear, this is what he said—"what I should have done is clipped the edge of that swamp maple over there, the one just left of the middle line, and then let the rear wheel drift out over the edge of the main hole here. Then, you see, if I had to hit something under the water the forks would have been able to soak it up without stopping the rear wheel."

"I was just standing there, staring at him with my mouth open, and I said 'You've got to be kidding! You crashed man! You just threw it into this hole and crashed!' but he just chuckled and said 'Yeah, but now I know what I did wrong, and I'm going to make a note of that.'"

"Make a note of it? Make a *note* of it? I swear, that's exactly what he said! And then he dragged his bike out, got it started and took off again! Do you believe that?"

Bartholomew has a habit of getting over-excited about things, so I just agreed with him in order to get rid of him fast, but he did have a

point. I really do think he was noticing a trend I've seen developing for quite a while.

It seems to be happening all over. I saw one guy who bogged his bike on a uphill, and rather than curse his luck and turn around or push up, he got involved in a long conversation with a spectator about powerbands, torque curves, and possible accessory items that would allow his bike to climb hills better. Another time I helped unearth the bottom man in a pileup at a hare scrambles and he started telling us just

right and left, sizing up the situation, then takes the absolute worst line and sinks the bike up to the tank. The first thing I noticed when he stopped is that he wasn't in a hurry any more, so I figured he was a "B" rider. I wandered over that way and was surprised to find him chuckling to himself a little bit. I thought he'd be concerned about being stuck, but that was probably the last thing he was thinking about.

"Look at this," he said, waving me over to his roll chart holder. "I know why they have this mudhole here." What, *here*, I'm thinking; this is a mudhole, it's in the woods—it's just *here*, but he was way ahead of me.

"They had that 24 mph section up to 13.2, and then there they changed to 18—right after the check-in at 13.6. *Now*, according to my odometer it's 16.6 right here—and as you can see I'm just a minute and 20 seconds late. But, that last mile marker—here, you can see it right through those trees, just coming off that fire-cut—plainly said 16.7—I made it a point to look at it.

"So what they've done is run us fast into the check-in, then turned us loose in some tight stuff, but not at 24 mph, where we'd get real late, but at 18. Now, we come into this muddy spot and they *give* us a tenth right there—that takes 20 seconds off my time right there, and if I didn't get stuck I'd be back in my minute, *but I wouldn't realize it because of the mudhole!*"

"Okay, okay—that alone isn't a big thing, but look...at 16.9 they drop us down to 12 mph, but only for four tenths!"

By this time I was helping him get his bike out, and becoming more and more alarmed at what was going on inside this man's head.

"So they give us a tenth, then put us in a mudhole so we don't have time to think about it, and then drop the speed on us while we think we're still late, so the 12 mph section eats up all those late points and we burn the check-out at 17.3. And all along we figured we were in a late section and had to hurry up!"

We dragged the bike out and he got it ready to start, still talking and chuckling to himself. "Make you late and then put this mudhole right here; take away some mileage and burn you at the next check. Heh heh!" He got it started and snicked into gear, but turned back and said one more thing to me. "You know it's the oldest trick in the book, but you've got to respect them for it, don't you think?"

By this time I was *afraid* to think, and I went off to find a *dry* spot to shoot.



(Kevin Douthitt photo)

exactly how his weight was placed wrong going into the turn, and how another type of tire would probably help him hold the turn better the next time. Hey, people don't get mad, they get analytical!

The most outrageous example of this new attitude happened right in front of me, when I was shooting pictures at a local enduro, in a spot where a club member was routing riders straight into a bottomless mudhole. Now, there were a couple of ways straight through, but naturally you don't see these spots unless you've been standing right there for a while, and I've learned a long time ago that if you have a camera and you're in the middle of the woods there isn't anybody who's going to believe you no matter where you point, even if you point up at a highway bridge, so I don't bother. I stand and watch, and maybe take a photo or two.

So this guy comes along, makes a quick look

KTM JETTING

Word is going around that the new KTM 250 and 300 are suffering from some of the worst jetting yet to come out of Mattighofen, Austria. We've had our ear to the ground, and have it on good authority that the best New England cool-weather jetting for the 250 is this: 188 main, # 60 throttle slide, 1367 needle in the middle position, and anything from a 58 to 62 pilot jet, depending on the temperature (58 for hot, 62 for cold weather, go in between if it's mild). The 250 is very sensitive to temperature on the pilot circuit, so it will be necessary to change that pilot when the weather changes.

The correct jetting on the 300 is very similar—195 on the main, 55 on the throttle slide, 1367 needle and 60 pilot jet. Word in the back alleys has it, though, that the jetting is bad because something else isn't working properly, and savvy mechanics are turning a wary eye towards the SEM ignition. Don't even think of swapping it for a Motoplat, because it spins the wrong way; but changing the timing may help if you have a slow bike or really knotty jetting problem. Try 1.1mm BTDC for the 300 and 1.2mm BTDC for the 250. It may help.

BLUE RIDGE TEAM

You have to hurry on this one, and it might be too late anyhow, but the Blue Ridge Cycle Club is having a team hare scrambles on July 15 in Martinsville, Virginia. Yeah, that might have been

last weekend, but maybe we got out early. For more info on the race and anything else Blue Ridge is doing, call the club at (703)638-8810 or (703)632-5931.

FINE TIME IN FAIR HILLS

July 22 is the date for Delaware Enduro Riders' annual Fair Hill hare scrambles, and if you like a fine scrambles, you don't want to miss this one. It's got everything from tight woods to mudholes to stream crossing to wide-open hayfields, and it is a ball to ride. The location is arrowed from I-95 Route 272 exit in Maryland, or from Route 273 and 896 in Newark, Delaware. Youth class races are at 9:00, Seniors, Super Seniors, Masters, Juniors and Women ride at 11:00, and the Experts and B riders ride at 1:00. For even more information, call (302)834-4411.

READING CLEAN-UP

The Reading Off-Road Riders (pronounced *redd-ing*, for all you readers west of Pittsburgh) had an opportunity to get involved with the Pennsylvania SKIP (Schuylkill Keep It Pretty—pronounced *skoo-kill*) program and they jumped at the chance. They adopted a section of Route 209 between Cumbola and New Philadelphia, and twice a year they get their members together and pick up trash alongside the roadway. They usually have one of the clean-ups a few weeks before their enduro, which is held in New Philly, and the timing produces a fair measure of good will right before the enduro. Considering the amount of trash along the roads this is an excellent idea for all clubs, and if you do it make sure the towns know who you are.



ROUTE SHEET HOLDER FAMINE

Have you been looking for a new route sheet holder this year, and come up empty at your dealer's? Not surprising—since all the troubles at MS Racing there's been a general famine of enduro products that only they seemed to sell. If your dealer has a gang on back order, we've found another supply. Link Racing in Milford, Connecticut, has tooled up their machine shop to produce both plain Plexiglas top and magnifying top route sheet holders and they're doing a great job. The new holders are a little bigger than the old Hi-Point items, made of PVC with aluminum shafts. They'll retail for \$29.95 and are good quality, but Link doesn't sell direct. If you need one quickly Kevin's Cycle Racing Supply in Norton, Mass., is selling them. Dealers are asked to call (203)783-1516 for dealer sales information.

INCREDIBLE STREAK

NETRA hare scrambles rider Tom Norton is having a very interesting yet successful year. Since the New England hare scrambles races didn't start until June, Norton, long a member of the controversial Fah-Q Racing team, figured he'd get some practice at the enduros. At the Monahan Memorial and the Somers enduro he

Peculis Wins NY Season Opener.

By Jim Congden
Niles, NY 4/29

P.J. Peculis made the move up from the mini

class look easy as he won the 200 Novice class at the Frozen Ocean Hare Scrambles. This is a win the strong young Suzuki rider will not soon forget, as he had ridden an enduro the day before.

Approximately 125 riders came out.

Frozen Ocean Results Experts	5. Jerry Cerio Open Amateur	200 Amateur	1. Ted Grabowski	4. David Waas
1. Ethan Goodrich	1. Shane Brown	1. Len Baltimore	2. Wendell Little	5. Scott Wilson
2. Richard Dool	2. Jeff Congden	2. Patrick Calhoun	3. Joe Arcesi	200 Novice
3. Rich Daily	3. John Frackelton	3. Peter Amodio	Open Novice	1. P.J. Peculis
4. Bruce Bowman	4. Ron Thompson	4. Jim Winder	1. Howie Albrecht	2. Doug Weist
Intermediate Expert	5. B. Bartholomew	Veteran B	2. Jim Smith	3. Russ Weist
1. Ken Westfall	1. Tom Guelzow	1. Dale Stone	3. Steve Meurs	4. Dwayne Manzer
2. Ron Wolf	2. Mike Meleski	2. Jim Congden	4. John Prince	5. B. Mc Dermott
3. Art Trombley	3. Rick Armstrong	3. Donald Wilson	250 Novice	Minis
4. Dave McCall	4. Dean Dubois	4. Warren Primmar	1. Doug Welch	1. Keith wilson
	5. Brian Ward	5. Larry Wilson	2. Robert Seymour	2. Chris Bello
		Senior	3. Malcolm Hoff	3. Stacy Delaney

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)
P.O. Box 478
Ellington, CT 06029
(203)875-5757
East Coast Enduro Association (ECEA)
1380 Route 70
Browns Mills, NJ 08015
(609)893-7294

Virginia Championship Hare Scrambles Series (VCHSS)
114 Holloway Drive
Smithfield, VA 23430
(804)255-4620
Pennsylvania Trail Riders Association (PATRA)
Box 77
Thomasville, PA 17364

Potomac Motocross
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Budds Creek, MD 20650
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Morgantown, WV 26505
(304)594-1157
North Carolina H.S. Series
P.O. Box 338

Fayetteville, NC 28302
(919)867-5219
American Motorcyclist Assn.
P.O. Box 6114
Westerville, OH 43081-6114
(614)891-2425
Southeastern Enduro and Trail Riders Association (SETRA)
P.O. Box 1935
Roswell, GA 30077-1935

(404)532-6832
New York Hare Scrambles Series
(315)682-8017
District 4 Enduro Comm. (NY)
568 Whittier Road
Spencerport, NY 14559
(716)594-0384
District 6 Sports Association
P.O. Box 554
Lebanon, PA 17042
(717)272-6896

WHAT'S ON August

8/4 NY Thunder Ridge H.S.
New Berlin, NY
8/4-5 CMA Algoma Wilderness Trail Tour I
Stab General Delivery, Newtonville, Ont. LOA
1J0 Canada
8/5 ECEA/D-4 Canyon Enduro
Middlebury Center, PA
8/4 NETRA Dam Good Jr. Enduro
Thomaston, CT
8/5 NETRA Dam Good Hare Scrambles
Thomaston, CT
8/5 NETRA Greylock Turkey Run
Windsor, MA
8/11-12 CMA Algoma Wilderness Trail Tour II
Stab General Delivery, Newtonville, Ont. LOA
1J0 Canada
8/12 NETRA Granite State Enduro
Weare, NH
8/12 ECEA/D-4 Speedville Enduro
Speedville, NY
8/26 NETRA Mohawk Hare Scrambles
Cheshire, MA
8/27 ECEA Beehive Enduro
Mauricetown, NJ

accumulated about 200 early points in each race, prompting some NETRA riders to complain that he should "play by the rules." Well, at the King Philip he did, winning the overall High Point!

The complainers once again called it a fluke, but two weeks later he went down to the Blackwater 100, drew a number two starting position, and proceeded to win first overall after a long dice with Ed Lojak. Being added to the very elite list of Blackwater winners has proven that Norton is going to be a force to be reckoned with at the NETRA events, and it also brings the Blackwater trophy back to New England for the first time since Kevin Hines last won the event in 1983. Norton credits his sponsors—Cliff's Cycles, KTM America, Scott USA, Acerbis Plastica, Factory Connection, Black Rainbow and Cheri—for a large measure of his success. Look for Blackwater coverage next month.

BENNETT IS FLYING

1987-88 ECEA Champion Kevin Bennett has been roosting on the rest of the field in this year's ECEA runs. To date (6/17 Shotgun Run) he has taken the overall at six of the eight runs so far this year. The first of those eight was a work run for him, and Chris Smith (Suz) took the overall there; Rich Mollenkopf (KTM), 1989 ECEA # 3, won the Reading enduro overall. Bennett spent most of last year recovering from a badly broken wrist, but so far this season the Honda rider seems unstoppable.

This has put ECEA 1989 Champion Jack Lafferty Jr. in an awkward position at most of the runs—second place, a spot he's not very comfortable with. But, Jack's been dialing in and getting used to his KTM, and in the second half of the season we may see a change in positions. Then again, we may not....



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Don't neglect your tires. Their grip determines your future. Always check your tire pressures with an accurate, dial face gauge before riding. Under inflated tires may over heat, suffer shortened wear life and cause poor handling. To high a tire pressure gives a harsh ride, reduces the tread footprint on the surface and will not give good grip or wear life. Follow your motorcycle manufacturer's recommendation on front and rear tire pressures. Adjust these pressures upward if you ride on rocks. Reduce pressure back to standard when riding on soft ground. But, most importantly, read and follow your Owners Manual instructions for correct tire pressures. Never exceed the maximum load capacity marked on your tire sidewall. The tire factory has tested the tire to this maximum load and corresponding maximum pressure. When your loading approaches the tire maximum, you must inflate to the maximum pressure shown on the sidewall.

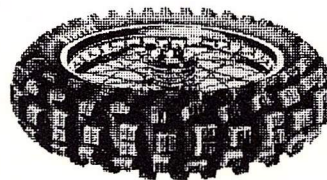
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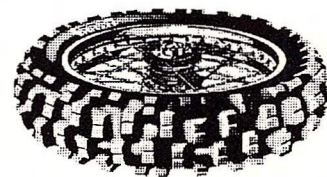
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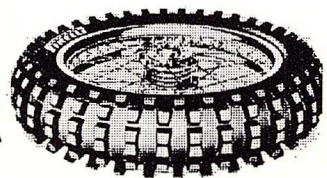
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(Hard Terrain)

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130/80-19
80/100-21



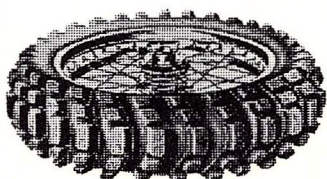
Worldcross
(Intermediate/Hard)

110/90-18
120/90-18
120/80-19
130/80-19
90/90-21



Sandcross
(Soft/Intermediate)

110/100-18
120/100-18
120/90-19
130/80-19
300-21



Lagunacross
(Sandy/Loose Terrain)

110/100-18
120/100-18
120/80-19
130/80-19
90/90-21

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OKLAHOMA ISDE

The AMA announced in May that Oklahoma would be the site of the 1994 International Six Day Enduro. This decision came finally after one of the longest selection processes in motorcycling history; by some estimates the selection process began three years ago when the "20th Anniversary" of the Dalton, Mass. Six Days was first brought up.

We had a strong effort here on the east coast to bring the ISDE to Pennsylvania. Headed by Len Rehatchek, the Keystone Six Days Action Committee had the blessings of the Governor of Pennsylvania, enthusiastic support from the Pennsylvania Tourism Board, early permission from some local landowners, and ski lodges bidding to become headquarters locations. Unfortunately, the AMA wanted cash money, and *that* we didn't have. The AMA required a \$100,000 cash deposit into their bank account, to be held against expenses over the next four years; and although the Keystone committee had the interest of a few major sponsors, they couldn't get cash until they positively had the event. Catch 22!

So the ISDE went to the Tulsa Trail Riders in Oklahoma, a very experienced club that will do a fine job of putting it on. The location will be the John Zink ranch outside of Tulsa, which is all private land—a point that may become important if a wave of environmental hysteria erupts.

THAT'S THE BRAKES

Speaking of Oklahoma, this year's ISDE qualifier at the John Zink ranch was besodden by days of rain, which turned the entire landscape into a swill bath. Kevin Hines called us up and reported that he went through 18 sets of brake pads in the three days of the event, and couldn't rely on more than 15 to 20 miles out of a set of rear pads because of the bad mud and water. The only person who had relatively little trouble with brakes was Jeff Fredette, and he was using a rear disc rotor with no ventilation slots (and all the manufacturers still insist on making brake discs with slots cut into them!).

Another weird problem instigated by the bad conditions was sprocket wear. Hines' 250 KTM uses the chain guide that is almost touching the sprocket on the sides—you're probably the same, if you have a 1990. Well, mud and water gets forced through the gap between the sprocket and the guide, and in Hines' case it served as well as grinding compound, and took the hard-coating off the outside of the sprocket. Next to go was all the teeth; Hines used up three

rear sprockets during the ride.

Now just in case you were planning to "go Pro," think of what all those brake pads would cost...let's see, 18 sets at \$30 a set...that's \$540! And it happened to all the Suzuki guys, all the Kawasaki guys, everybody! Oh, and don't forget to add the cost of sprockets and chains, too!

Kurt Hough won the overall at Tulsa, and Hines was second overall. Everybody's Eastern Hero Drew Smith won the 350 Four-Stroke class on his DR350, and was also the only four stroke to finish.

NETRA NATIONAL RIDERS

Dave Fitzgerald called us the other day to let us know that him, Ernie Mellor, and Gary Doerr are traveling to all the AMA national enduros this year, making an all-out assault on the Senior classes. Dave rides Super Senior, Ernie rides Senior B, and Gary is a Senior A rider. When asked why they would do such a thing, Dave seemed to shrug (a hard thing to communicate across a phone line), and say "Because they're there!"

Seriously, though, the AMA recognizes those classes as legitimate National classes, and these guys are all going for a title. "Why not win a National Championship title before you retire?" says Dave, and we couldn't agree with him more. Best of luck to the three of you!

HINES LEADING ENDUROS

Boy, we seem to be talking a whole lot about Kevin Hines this month, but what the heck. He's the only famous guy who calls us. Kevin took the overall in the Athens National Enduro in southern

Hines was having a good day until he reached the 40 mile mark, and was stopped by a Ranger and trail boss Vic Ely. The Ranger said the next part of the forest was closed, and Ely routed him (and all remaining riders) straight into the gas stop, cutting off probably 12 miles of trail and forcing the club to throw out three or four checks. Unfortunately, all the guys with better numbers already rode the section.

The third loop was just as tough, and Hines did really well, carding a 16-point score to Kurt Hough's 17. After the scores were common knowledge Hough and Jeff Russell filed a protest with the club, saying the event should have been stopped at the 40-mile mark, which would have left the event to be decided by the score at one check...hmmm, I wonder who did the best at that check? The protest—the second major one this season, the first had been filed against the Georgia enduro by Hines and Russell when a large group of riders missed an OB check—has gone to the AMA, but it isn't expected to hold up.

BAD CZECHS

Two Czechoslovakian enduro riders (no, they're not brothers, and they don't wear plaid riding gear) visited the States this spring, Jan Hrehor and Bohumil Posledni (thankfully, Bohumil has been christened "Bubba" by the boys on the circuit). Hrehor had been staying with Randy Hawkins, and riding one of Randy's spare bikes with good results in some local enduros and the ISDE Qualifiers, but Bubba grabbed a big chunk of fame by winning the Rose City, Michigan, Qualifier overall. Both are excellent riders. Hmmm...do you think some of our riders could qualify for the Czecho team?

ATK 350s ARE HERE

ATK has announced a new line of 350cc four stroke machines, five of them in all. There are MX and off road models available (MX has a 2.2 gallon tank, OR models have a 4.7 gallon tank) with either kick or electric starting. Also, they are offering a 350cc four-stroke Cross Country model with a 4.7 gallon tank, turn signals, headlight, taillight, and brake light that, according to ATK is street-legal in some states. Now, that doesn't mean that they're bringing in a street-legal machine, just that they're supplying it with most of the street legal gear and it's up to you to get it through your DMV. Interesting. See your ATK dealer for more details.

CARB PARTS

If you need carb parts for you Mikuni or Keihin equipped bike, and you can't find them at your local dealers, it's time you met one of our new advertisers. Carburetor Parts Warehouse in Ohio specializes in jets and all the hard to find bits for only Keihin and Mikuni carbs, and they have everything—all the Keihin needles and slides you could imagine, and every Mikuni part made. They also encourage calls from dealers who are frustrated with OEM backorders. The phone number is (216)524-1599, and tell 'em you read it here!



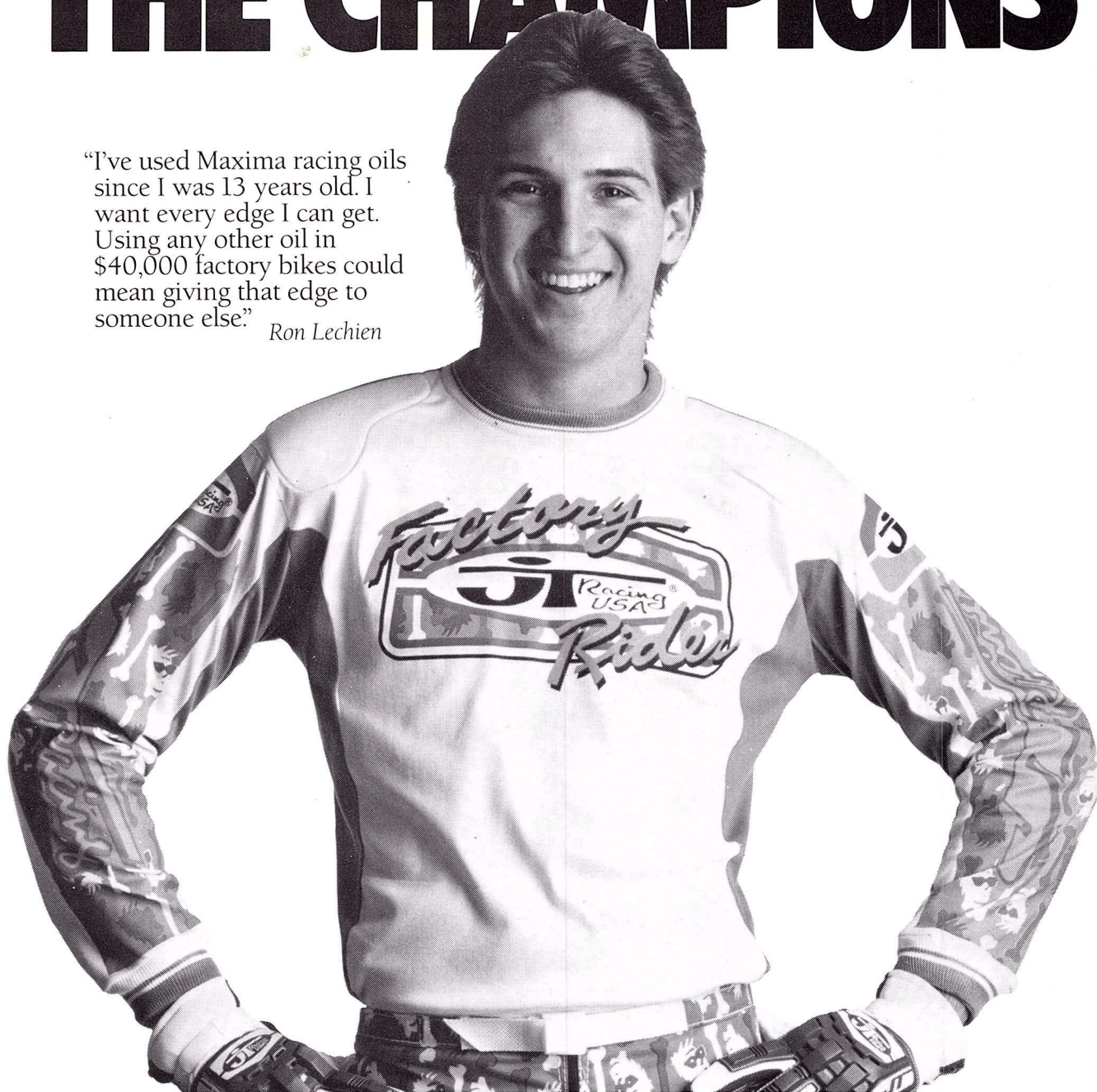
Brakes get mighty expensive in mud. (Bob Shughart photo)

Ohio, in what is basically typical conditions for that part of the world: muddy, slippery, gruesome and grim! Hines received a great number at the start (he must know somebody in the club) and rode on minute 35. Randy Hawkins must know the same guy; he was on 36.

THE CHAMPIONS

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Ron Lechien



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SUSPENSION PRIMER

Know when to adjust

Dr. Reginald Erudite

In the March issue of *Dirt Rider*, King Richard Burleson had an article on new bike setup. He identified the chassis, engine and suspension as needing particular attention before that first ride. In his article, the King rightly acknowledges that of these three points, suspension is, by far, the most important and critical setup factor.

As little as five years ago suspension components were relatively simple to adjust and fine tune. They would really never work outstanding, but they would usually work acceptably and not really do anything strange. Even with constant fiddling and adjusting, it was difficult to dramatically affect their performance characteristics. The main objective of suspension tuners then was to primarily achieve overall system compliance. That is, a balanced interaction between the front and rear suspension components in relation to the chassis design.

Today's ultra-sophisticated suspension com-

ponents can be fine-tuned like never before, and allow your mount to seemingly float over obstacles. However, this performance increase comes with a price; manufacturers set up a bike's suspension for its largest market segment. That is, if a manufacturer's market is primarily the southern California desert crowd, the bike will probably handle fair on a New England hare scrambles course and just plain terrible when riding an eastern enduro. The stock suspension on a desert bike is set up to absorb big jumps, in short succession, at very high rates of speed. The shock and fork valving (I'll explain more on this later) is heavy on compression damping and light on rebound damping. For enduro work, especially on the east coast or in New England, you need the exact opposite valving characteristics.

Most enduro bike stock suspension setup has too much compression and not enough rebound damping and does not have the front and rear components in compliance with each other. This type of setup is probably acceptable in the ECEA sand runs but can get downright scary in rock

runs or on wet roots. In New England, there are few NETRA "A" riders who do not adjust their suspension dramatically from the manufacturer's stock specifications, to make the bike both rideable and competitive.

Suspension setup can be subdivided into two parts: rider tuning and professional tuning. Rider tuning involves basic suspension setup adjustments while pro tuning should be considered when detailed and extensive internal changes to suspension valving are desired, which require special skills, tools and knowledge.

Basic suspension setup involves the following parameters:

COMPLIANCE

Sit and bounce on the bike to determine its feel. Is it stiff or does it settle down soft? Does the bike feel level? If not, is it raked out or diving down? If the bike feels imbalanced, check the manufacturer's specifications for fork and shock sag. This measurement is the difference between the unweighted and weighted (rider on the bike in full gear) ride height. Adding or reducing preload to the fork or shock springs alters this

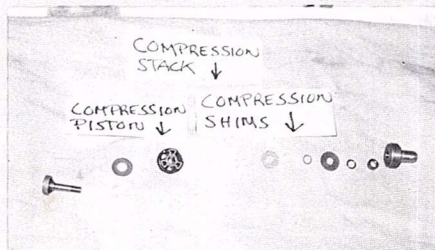
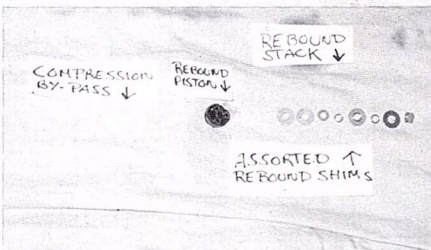
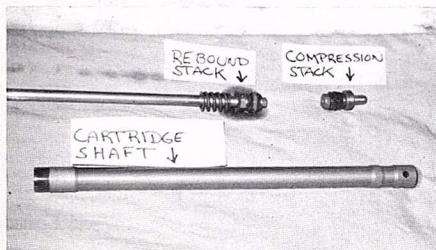


There's no mystery to modern forks. Inside the cartridge shaft is a set of components very similar to shock absorber internals. Two sets of flexible washers control how fast the forks collapse when they hit a bump, and how fast they rebound back. You may be interested or skilled enough to learn how to modify your own forks, but for most of us it is easier and less time consuming to have an expert shop change the internal valving.

Disassembling the cartridge reveals the heart of your forks. You can change oil type for a slight effect, or change springs or try to reduce stiction, but modifying the compression and rebound shim stacks will make the biggest difference.

Changing the makeup of the rebound stack controls how "bouncy" your front end feels. The shims vary in size and spacing to allow tuning of high speed rebound and low speed rebound characteristics.

Altering the compression stack can make your springs seem "lighter" or "softer," and can change the speed at which your forks collapse when the front wheel hits a rock. Once again, high and low speed adjustments are possible.



measurement.

Preload is the difference between the free length of a coil spring and its compressed setting. The rear shock typically has an externally adjustable spring, while fork spring preload is internally adjusted within the fork leg. Improperly set ride height can dramatically affect a bike's handling. Also, check the air pressure in your tires. This too can affect the suspension performance.

COMPRESSION AND REBOUND DAMPING

Most manufacturers offer bikes with externally adjustable compression and rebound damping controls. The units are delivered set at standard settings, which are typically in the middle of the adjustment range. In theory, by merely adjusting the damping, a bike may be used on a variety of different courses without expensive or time consuming suspension modifications. In reality, only a properly tuned system will offer this type of flexibility and convenience. And, as we know, most stock suspensions are not properly tuned for East Coast conditions.

For example, I talked to many NETRA riders last year that were not satisfied with the stock handling of their new KTM 250 E/XC. They complained that the bike tended to wander in rocky sections and would really beat them up on a long tough run. These symptoms are typical of a suspension that has too much compression valving and/or too heavy springs. Quite an unexpected predicament when you consider their market interest.

KTM has high quality White Power suspension equipment on all their scooters. White Power's factory is in Holland; you know—Europe. Their

factory suspension specifications are tested by such riders as multi-time European Champion Kees Van der Ven on vicious sand-whooped motocross tracks. A suspension that works well under these conditions cannot be expected to work well in the typically slow, technical New England terrain. Aftermarket suspension service becomes a necessity to extract the bike's full suspension quality.

Motocross conversions for enduro use present the same problems and require the same solution. There are few, if any, stock suspension settings that work well in New England. In most instances, aftermarket suspension tuning by a pro will be necessary, and will dramatically affect the machine, extracting a bike's true suspension potential.

Compression and rebound damping is controlled by a pre-set arrangement of valves or shims called the "shim-" or "valve stack". If the external compression or rebound adjusters do not "fix" handling problems, then the shim stack may need to be altered. Here is where a good pro can do magic to eliminate front end skating or rear end bunny hop. Changing the shim stack will wake a sleeping dog or buck you right off the mount.

Valving changes should not be taken lightly. If you think this service is necessary, do not choose just anyone. It is not only important to select a qualified pro, but also regional factors must be considered. For instance, do you think a suspension service located in California has any idea what it's like to ride in New England? Their idea of "tight woods" may be carving turns around sage brush or manzanita bushes.

They won't know what terrain to valve your suspension for unless you're real specific with your instructions. Use these services with confidence, but only if you talk to them. If you're a novice rider, tell them. Otherwise, you'll get a suspension so harsh it will rub the skin off the inside of your palms.

Valve stacks can be adjusted to produce particular damping response at all levels of suspension actuation. For example, a good New England combination would be to have very light compression damping at the beginning or low speed, followed up by a slightly stiffer midrange, and stiffer yet before the bottoming or high speed range. For rebound, it's better to start off stiff in the low speed and progressively lighten the stack into the high speed range.

Jersey sand runs require a completely different valving combination. Remember, by changing the valving of a bike to obtain "perfect" handling in a particular terrain, it's terrain flexibility is significantly diminished. If you like to ride in vastly different terrain, say sand whoops one weekend then a rock ride the next, you will need a fat checkbook to change the valving constantly or, perhaps the most reasonable option, choose a suspension valving that is a compromise and works acceptable just about anywhere.

SPRING RATES AND OILS

Next to valving, spring rates, oil types and oil levels are important components of suspension tuning. Spring rates represent a value of force. While valving controls oil flow to create particular suspension characteristics, the springs counteract the forces of gravity by pushing the suspension back to its fully extended position. Most



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manufacturers install springs that are adequate for persons weighing between 140 and 210 pounds. If you are at either end of the weight range or are a novice or aggressive rider, you may want to change the spring rate. In addition, some valving changes require spring rates to be changed, as well, to balance the suspension system. A wide variety of straight wound and progressively wound springs are available from manufacturers and aftermarket companies.

Oil type, viscosity and level all affect suspension action. The type and viscosity of oil used in a suspension system, along with the level (which determines the size of the *air chamber* inside the forks) can have subtle, yet distinct, affects. For example, going from a light to a heavy oil in a shock or fork will slow down all the movement and may give a stiff or harsh feel to the suspension action. In addition, lessening the air chamber volume—the difference between the top of the fork leg or shock reservoir and the actual oil level—will act to slow or stiffen suspension movement in the last third of travel. Once the suspension is performing generally acceptable, fine tuning these parameters can sometimes really improve a marginal system at little cost.

Cavitation is the presence of gas bubbles, usually air, in a liquid. This happens when your forks (or shock) get “pumped up” and air mixes with the oil, causing it to foam. This situation has two effects on suspension systems: it alters the hydraulic action and causes system harshness. If you experience increased harshness in your suspension as you ride, this may be the cause.



A properly valved suspension can make the difference between being able to ride a section like this quickly and safely, or being able to ride it at all. In New England, they say suspension wins races, not horsepower. (Desiree Wyatt photo)

This pressure can be relieved from the front forks through an air bleed valve, if so equipped, or by loosening the upper fork caps until you hear a hissing noise. As oil ages it becomes more

prone to cavitation. Read and follow your manufacturer's recommendations for oil changes for your bike's forks and shock to minimize the occurrence of this situation.

Are you more confused now about suspension tuning than before you read this article? Do you feel as if you just had a brain meltdown because none of this information makes much sense? Welcome to the club. Do not despair, however. Take suspension tuning one step at a time. First, and most importantly, become familiar with your bike when it is static and how it acts or handles when in motion. You must be able to understand your bike's handling before you can even think about suspension alterations. Does your back end bounce up when you hit a rock? Do your forks seem to hop around, or offer only vague feedback from the trail? Know what it's doing wrong before you attempt to fix it.

Second, always follow the manufacturers recommended standard settings for all suspension components. Get the feel of the stock setting first, then adjust one parameter at a time. Diagnose the feedback associated with each adjustment. When you're satisfied with one adjustment, only then move on to another parameter.

Suspension tuning is easier than ever thanks to the current quality and adjustability of the products supplied by manufacturers. However, if you are unsure of your abilities, take your bike to a qualified professional. While suspension tuning can be both fun and satisfying, an improperly valved suspension system can be just plain dangerous.

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Pilgrim Sands Trail Riders are raffling off a 1990 Kawasaki KDX200, and all of the proceeds will go towards upgrading the Myles Standish trail system. The KDX200 will be on display at Brockton Cycle Center, and tickets are available there as well. So come on down and support the club that supports trail riding for you! While you're here, check out Brockton Cycle Center's huge selection of new and used Kawasakis and Yamahas, or browse through our accessory showroom and check out the large selection of off-road apparel.

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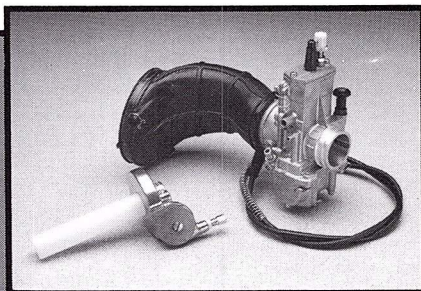
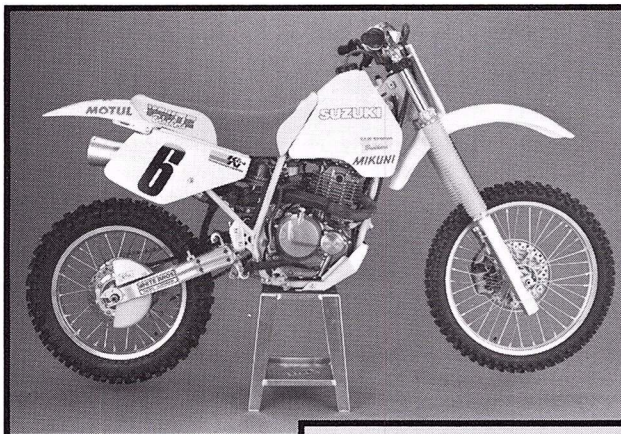
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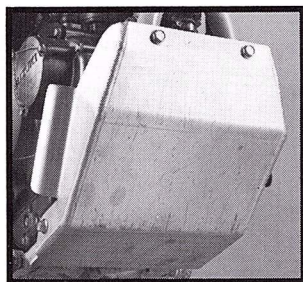
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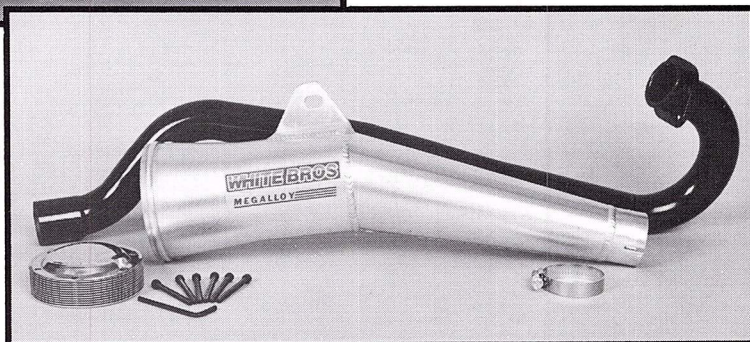
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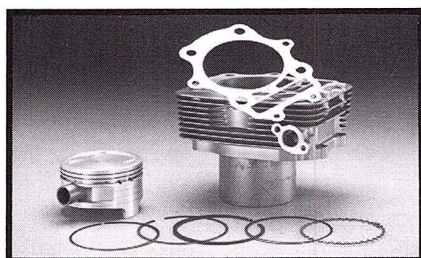
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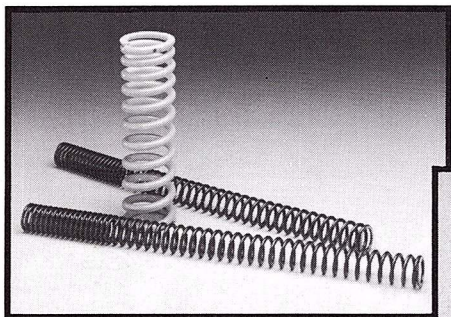
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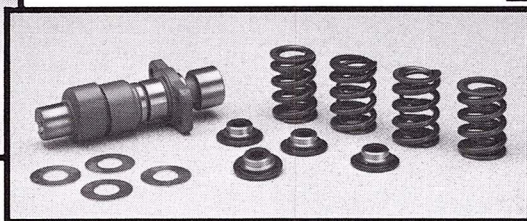
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SPRING TRAINING HARE SCRAMBLES SPRING FLING HARE SCRAMBLES

The best way to shake the late-spring blues

By Roger Billharz

Manorville, NY 3/18, 4/8

It's the end of winter and the days are getting warmer. You've got cabin fever and yearn to go riding. What do you do? Go to the Long Island Hare Scrambles. Who will be there? A handful of riders from ECEA and NETRA with a few local and club riders from the Island.

What's it like? Well, its like New Jersey—sandy, tight and fast, so soft terrain tires are the hot set up. How long is the course? A ten-mile loop with tight wood trails and fire roads getting you to different sections of the course. You could really let it all hang out on those fire roads, but one of them was whooped out bad and only the



bravest or craziest could go WFO. Are there any stoppers? Only one little bottleneck on the hill of the first lap. After that it was clear sailing.

It was an excellent course and everybody seemed to agree about that. They did do a few

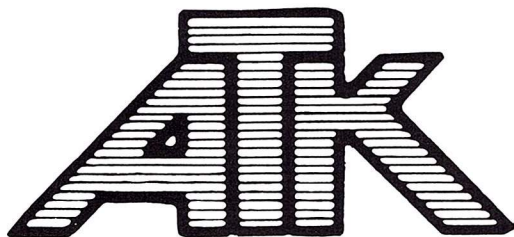
A smooth road hides the large number of potential whoopedos in that Long Island sand!

things different than your regular hare scrambles. For one, classes were broken up into 0-200,

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201-open, B, C and a class for Seniors and Experts. They also had a Vintage and a Juniors race earlier in the morning.

At sign-up they gave you clothespins to determine your starting position because they started you on a narrow dirt road. My clothespin got me a second row start. From there it was a drag race down the road then into a hair-pin right turn, back up along side the start road and crossing over it into the woods for two hours of fun.

Lou Oswald proved to be the fastest of the day with the overall win. First Expert was Hank Stankiewicz of ECEA fame. Second place was



The ELIMC's course had something in it for everyone, even if you were riding a Suzuki PE!

Ken Valentine, retired super-fast motocrosser from Yorktown, New York, riding a stock 1985 KTM 250. Watch out if this guy gets a new bike, he will be a force to reckon with. Jim Mitchell, third; Mike McHale, fourth; and Al Buchholz rounded out the top 5. It was an excellent race with about 80-100 riders.

The E.L.I.M.C. hosted their second hare scrambles of the year just three weeks later. Dubbed the "Spring Fling," it proved to be another excellent course, although much different from the first one.

The route was seven and a half miles long, with some virgin trail. Parts of it were sparsely arrowed, and if you weren't looking out you could

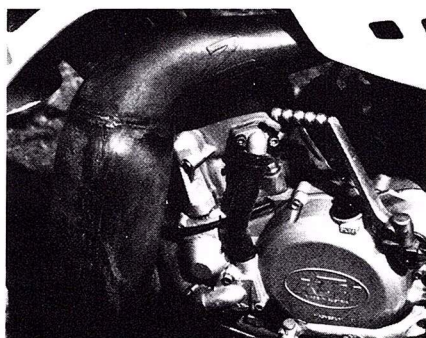
blow right by the markers and get lost. More than one unfortunate rider did just that, but it's all part of the game, right?

Link Racing's Scott Baker, riding an RMX, rode to first overall. Scott Brothers was in the hunt for the overall, but he tangled with a tree and the tree got the better of him, leaving him without brakes. He settled for first Expert. Better luck next time, Scott.

Hat's off to ELIMC for another quality race and an excellent kick-off to the season! They are having four races this year: two in the Spring and two in the Fall. The next one is in the fall. If you can make it, the trip to Long Island is worth it. See you there...



<p>Spring Training Hare Scrambles March 18, 1990</p> <p>OVERALL Lou Oswald</p> <p>JUNIOR 1. Jason Breiner</p> <p>EXPERT 1. Hank Stankiewicz 2. Ken Valentine 3. Jim Mitchell 4. Mike McHale 5. Al Buchholz</p> <p>SENIOR 1. Wayne Fontanazzo 2. Robert Arnold 3. Steve Agronick 4. Bruce Wilcox</p> <p>0-200 C 1. Kevin Kearney 2. Paul Hartman 3. William Steinert 4. Chris Kilmetis</p>	<p>5. Brendan McDermott</p> <p>0-200 B 1. Dennis Byrnes 2. Bill Adamchik 3. Joseph Bisbee 4. Gary Wadyka 5. Kerry Koeller</p> <p>VINTAGE 1. Robert Curtis 2. Dave Roper 3. Gordon Pulis</p> <p>201-OPEN C 1. Frank Lillo 2. William Severe 3. Boris Benui 4. Tom Van Dyke 5. Charles Insel</p> <p>201-OPEN B 1. Kevin Duffy 2. Jeff Walker 3. Roger Billharz 4. John Sterogatos 5. Robert Oh</p>	<p>Spring Fling Hare Scrambles April 8, 1990</p> <p>OVERALL Scott Baker</p> <p>EXPERT 1. Scott Brothers 2. John Panico 3. Peter Fastigi 4. Tom Grady</p> <p>201-OPEN B 1. Chris Crispin 2. Tom Vandecker 3. Jerry Reese 4. Roger Billharz 5. Glenn Dougherty</p> <p>0-200 B 1. Dennis Byrnes 2. Wayne Lawrence 3. Steve Hall 4. Peter Goetzfried 5. Keith Lavallee</p>	<p>201-OPEN C 1. Lawrence Gordon 2. Andrew Davis 3. Craig Alderman 4. Michael Marasio 5. Gary Wahlstrom</p> <p>0-200 C 1. Alan O'Brien 2. Brendon McDermott 3. Bill Steinert 4. Scott Wright 5. Dave O'Sullivan</p> <p>JUNIOR 1. Danny Ueberg</p> <p>SENIOR 1. Peter Brouwer 2. Steve Agronic 3. Nick Corwin 4. Jeff Piscatelli 5. Wilson Wilmont</p> <p>VINTAGE 1. Rich Baulch 2. Robert Curtis</p>
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KTM 125 E/XC

Riding Bert's "winter bike"

NETRA Enduro Champion Bert Guerrette finished up last season on a 1990 125 KTM, and couldn't believe how much fun it was to ride the bike. Now, this is a pretty tall statement to hear from a 250 rider who weighs nearly 200 pounds (are we being kind, Bert?), so when he started telling us about it we said "Fine. Let us ride the bike, huh?"

Well, then he started stammering about having nothing else to ride and Daytona coming up and all these other excuses, so we waved it off and let Bert off the hook for the winter. As it turns out, he had the unfortunate luck of seizing the engine in the Alligator, so when he had it fixed we were standing there like a bad dream, like the Devil come to collect on a soul in debt, and he had no choice but to turn the bike over to us or live a life of shame thereafter.

We, in turn, gave the bike to Hamilton Sportcycles in Hampstead, New Hampshire, and let Kevin Hamilton there go over it with a fine-tooth comb and make sure it was ready for more



(Kevin Douthitt photo)

abuse. One thing we'll have to tell you right here: since this was Bert's race/practice bike, this isn't a test of a stock bike. There were two major

changes on the machine. First, the stock pipe was smashed by a rock, so Bert replaced it with a motocross pipe and silencer. The MX pipe changed the powerband of the bike, making it snappier in the midrange and top end. Curiously, it wasn't that much louder.

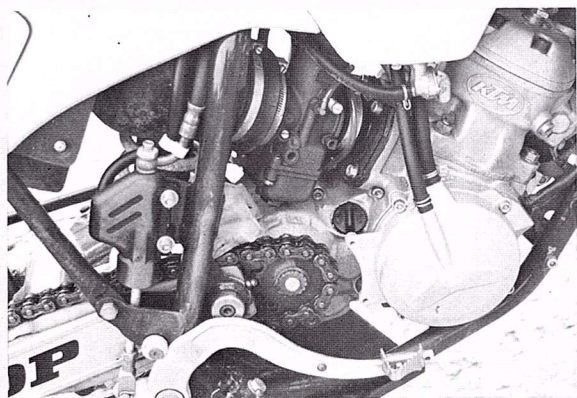
Secondly, the forks and shock had been rebuilt and revalved for rocks by Mike McAndrews of Factory Connection, (802)775-6717. Now, we have heard from other riders that the 125 suspension was the least offensive of the KTM line (when it comes to rock riding), but we have no first-hand experience with stock components—although we do know that a light bike always *feels* better. The McAndrews suspension was all but perfect in the New England Championship enduro and in some tight South Jersey woods log hopping. Mike has been getting some good word of mouth advertising in these parts lately, and now we know why.

KICK IT OVER

Without a doubt, there are many pleasures associated with riding a 125 in the woods, and this KTM is full of them. It's light; the lightest KTM you can get, at about 203 pounds dry. It



At a claimed weight of 202 pounds dry, the KTM 125 is the lightest full-sized enduro bike you can buy; and the lack of weight is very nice on the trail. We installed Enduro Engineering brushguards to keep our hands intact and a tall seat for better comfort.



One thing about the KTM is that it really makes horsepower. The engine has so much midrange on tap you sometimes forget you're riding a 125, but you'll still have to downshift a couple of gears for every turn.



Hamilton Sportcycles had our forks sent to Factory Connection in Rutland, Vermont, for rebuilding and revalving, and they really worked well. The front brake hose seems a little short for the new-style headlight, although we managed to route it out of the way.

also starts without any drama—you don't have to fight massive compression or a long start lever, you just flip it out and push it down. Sitting on the bike and giving it one left-footed, half-hearted kick was all it took to get the piston going up and down on its own. And it started the same hot or cold.

The jetting was perfect, even at low revs. Once running, we could shut the choke off and walk away from the 125, and it would idle peacefully, headlight glowing amber and all. One time we walked away and left it leaning against a fence, and five minutes later it was still idling. Nice.

Riding it reminded us that KTM knows what they're doing when they build a 125. Most of the western magazines gave the KTM 125 good points as a motocross bike, and we're ready to give it top marks as an enduro bike. The power delivery is perfect—good low end torque (for a 125, you understand), nice, active midrange, and a frightening ability to rev out. That little engine shrieks out to 11,000 rpm, and a 125 at those kind of revs sounds like a bomb about to blow. Curiously, every time we checked the "maximum speed" readout on the Keymaster we used on the bike, it read 50-55 miles an hour. It seems like the top speed on this machine is not more than 60, but if you're a 125 rider you already know about top speed limits.

Ignoring any attempts on the 125cc land speed record and simply riding the bike around really highlights the versatility of this engine. It's just plain easy to ride. Where other enduro 125 machines all seem to have tall, wide gearing, the KTM is tight and perfect. Same thing with the flywheel weight. Other manufacturers try to hide anemic powerbands with heavy flywheels, while the KTM uses the minimum crank/flywheel weight necessary and builds sensible horsepower into the bike. It's easy to ride, fun and fast. What more could you want?

HOLDING DOWN THE WHEELS

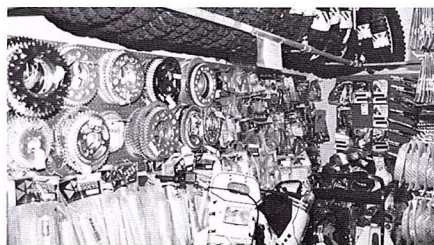
Chassis construction and geometry is typical KTM. The 125 is very sure-footed in the rough stuff, probably at the expense of a little bit of nimbleness. If you ride a Japanese 125, say a Honda, it will feel very quick-turning and high strung. The KTM isn't like that; it's slower turning, something like the handling characteristics of a tall Kawasaki KDX 200. This geometry makes it easier to ride in fast bits, but you have to work a little harder to thread it through the trees. If you're already used to a KTM or (new) Husky 250, forget it, the 125 turns faster than any of the bigger bikes, because of its lighter weight.

As we said earlier, the suspension was highly modified before this test, but that's fine with us. Experience tells us all that very few stock bikes work well in eastern conditions, so it saved us from having to wrestle with an ill-handling bike.

McAndrew's setup on the forks and shock was plush. The bike would easily be too soft for motocross, but that's not what we do. In the rocks it was compliant enough to soak up all the sharp edges without hopping into some unpredictable directions. Riding over logs—the "litmus" test for a woods suspension—was no problem even with the gas on. The bike would slam into the log and then go over it, no hopping up from either end. The KTM also handles

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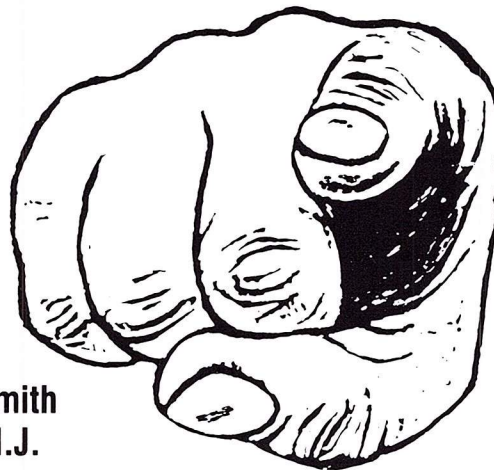
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whoopedos well, but for a steady diet of them you'd have to increase the compression damping on both ends, and the way this bike feels changing the clickers would probably do it (we ran fork compression on # 2, fork rebound on # 2, shock compression on # 3 and rebound on # 4).

OTHER TIDBITS

Pluses: The clutch pull was very light. The brakes worked really well in the wet or dry. Minuses: Shifting was decidedly notchy, and it would occasionally put up a real fight on an upshift. Fast riding on a hot day in the Jersey

tight left us with no rear brake after about five miles. We were dragging the brake a little, though, having failed to adjust the pedal lower, where it belonged. Real 125 riders *never* drag the brakes. The brakes came back when cool.

Bert had worn-out tires on the bike, so Hamilton's installed a set of Dunlop D752s on the machine. This is a good all-around tire, that worked great in the mud and rocks of Connecticut, and worked pretty well in the sand, too. For strict sand riding we'd prefer the Dunlop 990s. The stock tires on the bike are Metzeler MX and

Multicross tires, which work well on intermediate terrain and rocks.

The gas tank carried us 40 miles before the carb started sucking wind, which is respectable for a 125. We only spent about 150 miles on the bike, which was long enough to learn that the seating position and control location was fine, even if you're five-eleven. If we had it longer, we'd start modifying things to make it fit even better (like put on some 28.5 inch handlebars), but we didn't, so we had to let it go without massaging it. Pity. We really like the bike.



Our bike had the motocross pipe and silencer installed, probably for hare scrambles racing. The enduro pipe is quieter and a little softer on top end power.

(Kevin Douthitt photo)

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Trail Rider wishes to thank Hamilton Sportcycles in Hampstead, NH ((603)329-7115), for setting up and buffing out this KTM test bike. We'd also liketo thank Bert for delivering it, and remind him that he should be glad to get it back!

SPECIFICATIONS KTM 125 E/XC

Engine Type:	Liquid-cooled 2-stroke
Displacement:	124.8cc
Bore/Stroke:	54.25 X 54.0mm
Transmission:	Six-speed
Gearing:	13/50
Chain:	Regina o-ring
Tank Capacity:	8 liters (2.1 gal.)
Carburetion:	Dell'Orto 37mm flat slide
Ignition:	Motoplat CDI
Forks:	WP Multi Adjuster
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Metzeler MXII 3.00X21
Rear Suspension:	WP/Pro-Lever
Suspension Travel:	335mm
Rear Brake:	Hydraulic disc
Rear Tire:	Metzeler Multi X 4.50X18
Seat Height:	960mm
Wheelbase:	1430mm
Ground Clearance:	370mm
Claimed Dry Weight:	202.8 lbs.
Suggested Retail Price:	\$3189

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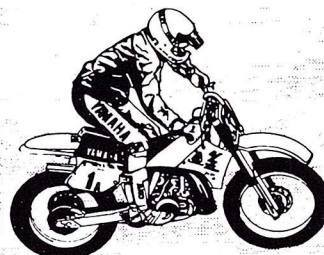
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Capitol Area Hare Scrambles

C.A.T.R.A. SPRING FLING

By Vince Vredenburg & Roger Schultz

Photos by Cindy Derivage, Elaine Freitag & Roger Schultz

Fishhouse, NY 4/22

Sunday morning, 22 April 1990. It looks like a fine day for a ride with your friends. The sky is clear and bright, about 45 degrees and rising. By race time the weather was perfect. There were no black flies and the track was excellent (no dust and very little mud—maybe a little stone here and there).

Bob Young, the trail boss, was moving about in his usual nonchalant manner seeing that all went well. All did go well—the food was delicious, sign up went smoothly, all the races started almost on time and the scoring was flawless. We had 151 riders, 20 less than last year. Last year, mud on top of frost made for an ugly scene on the off-camber hill. The bad dreams from that slimy hillside and

some truly nasty mud holes did keep a few of the less hardy away this year. Too bad. They missed a great ride.

With a little help from his friends, Bob Young worked most of the winter to make the track easier than it has been in the past. It turned out really well, with no stoppers, more fast sections,

and only one mud hole (with bypass). There were more places to pass and no off-camber hills. The track was as fast and as easy as is possible with the terrain that we have to work with. Fortunately the frost went out before race day—it could have been a grim picture with snotty mud over frost.

We built a new bridge and it seems that it crosses directly over a village of trolls (very small and sometimes very nasty creatures). There were quite a few riders lying down looking under the bridge for trolls. One rider saw some trolls putting grease all over the bridge. He said the grease made him spin out and fall. Luckily we got some pictures to document the troll search, but no photos of the trolls themselves. They are quite elusive.

The race went smoothly, no

The Expert start can get a little intense at the CATRA hare scrambles.





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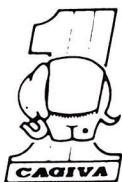
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sniveling, bickering or complaining. We received several compliments on the track that made all the hard work worthwhile. There was one extra trophy in each class. That made the riders who received them happy. Everyone left with a smile on their face

The "gold" winners at Fishouse on April 22. Look for CATRA's NETRA races later on this season.



Searching for trolls under the new CATRA bridge. There is no truth in the rumor that the club had to grease the bridge so the trolls couldn't get across. This is on a dry day, remember!

CATRA Spring Fling

Steve Carbonaro KTM

High Point Expert A

1. Bob Simeon HON
2. Nathan Martel KTM
3. Max Parkes KTM
4. Scott Baker SUZ
5. Fred Towslee KTM

Vet Expert

1. Herbert Mordough HON
2. Al Desrosiers SUZ
3. Joel Lepley SUZ

Open B

1. Murray Lewis KTM
2. Christopher Crispin HON
3. Mike Orr SUZ
4. Art Shortman KAW
5. Karl Hahn C-A

250 B

1. Filip Svoboda SUZ
2. Brian Tucker HON
3. Lance Longo HON
4. Eric Peckhem HUS
5. Brian Maranda SUZ

200 B

1. Craig Miller HON
2. Tom Mooney KAW
3. Sebby Vernali KAW

4. Ken Niewiera HON

5. Paul Tompkins KAW

Vet B

1. Phil Lemere Jr. HON
2. Bob Young KTM
3. Fred Palma YAM

Senior B

1. Roger Schultz ATK
2. Richard Schultz KAW
3. Gary Circosta HUS
4. Pat Magagnos YAM
5. Vincent Vredenburg KTM

Novice Open

1. Andrew Davis SUZ
2. Gary Wahlstrorn HON
3. Tom Houlihan HON
4. Bob Davidson HON
5. Jay St. Laurent KAW

Novice 250

1. David Froment SUZ
2. Alan Whitford SUZ
3. Gary Fowler KTM
4. Eric Ethier KTM
5. Brian Brazeau SUZ

Novice 200

1. Brian Fronk SUZ
2. Michael Michalenke KAW
3. Robert Gifun KAW
4. Tom Traver KAW

5. Marc Therrieu KAW

Vet Novice

1. Glen Dougherty KTM
2. Brian Goman SUZ
3. John Bristol ATK
4. Randy Croote HON
5. Steve Winkle HON

Junior

1. P.J. Peculis SUZ
2. Sam Verdette CAG
3. Mark Charette YAM

Mini

1. John Cahill SUZ
2. Craig Volkhommer SUZ
3. Paul Rose SUZ
4. Kris Mooney KAW
5. James Brothers KAW

ATV Amateur

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2. Mike Armstrong SUZ
3. Jim Pelchat HON
4. Christopher Cooper HON
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ECEA Round Five

Ridge Run

It was more like day five in Czechoslovakia, but Ridge still shows they know how to put on a great run.

Stanhope, NJ 5/13

The Ridge Riders M.C. have put on the ECEA's

best enduro for the past two years—they won awards for it in 1988 and 1989. Coming into the 1990 event, all of us were anticipating more of the same—excellent (though difficult) riding terrain, expert check placement, accurate mileage markers, good organization. And, as in years past, there was nothing disappointing about the Ridge Run. If every club put on an event this good we'd be the most hopelessly spoiled enduro riders in the country!

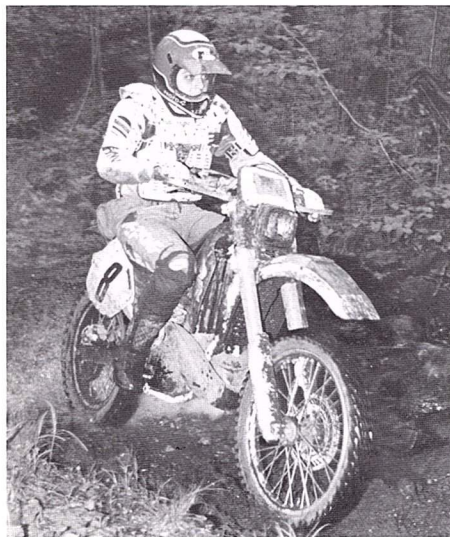
There was na interesting twist this year, though. Plenty of rain before the event left the ground saturated, and all the dirt between those huge Ridge rocks turned to slime. Most riders were glad to see that the rain had stopped by Sunday morning, but the most experienced were less than optimistic. "It's going to be slick!" said club member Drew Smith, who has an intimate knowledge of the course. "This is going to be



Ken Yankowski had suspension worries and "a miserable ride!" He was one of a group of riders to finish six points back, with 13 points lost.



If anybody doubted that Bennett was back on top, Ridge was where he proved his point. Dropping seven points put him well out in front, four points ahead of Lafferty—who, if Kevin hadn't finished, could have easily bragged about an 11-point win!



Danny Nenstiel continues to speed up, and could break into the top of the AA class with a little more luck. He lost 14 points over the course of the day, netting him fifth in the AA class.

like day five in Czechoslovakia!"

Ridge Rider Roy Cook also offered his observation. "The guys getting dressed out there think they're lucky that the rain stopped, but up here if you've got to ride in the wet, it's better to ride while it's still raining. When it's still coming down, you're riding through rocks and muddy water. When it stops, you're in *mud!*" Roy agreed with the Czecho joke wholeheartedly. He was one of the riders in the 1977 ISDT, and knows what Eastern European mud is all about.

Still, there was plenty of enthusiasm in the pits. A couple of suspicious-looking vehicles over by

the Lafferty's turned out to be owned by Kevin Hines and New England Champion Bert Guerrette. Oho! Competition! Hines had an off weekend and wanted a rock workout, and Bert was just one of a whole contingent of New England riders down for the day. Both KTM riders were on new 250 E/XC machines, and things did look tough for everybody else.

Well, until the first tough section. We were shooting photos at about 17 miles out, when Hines came by stopped and pointed to his missing chain guide. "I was trying out a special strengthener on the guide and bent it against a

rock, and lost the chain a couple of times. By the time I figured out what was wrong and took it off I'd lost five minutes at a check. That's okay though, this is fun riding!"

With that he blasted off, and left us wondering who was winning. Check them out at the gas stop...Bert? No, too many points. Jack Junior? Well, still looks high...Kevin Bennett? Hold it. That's the guy. All you had to do was watch Bennett through the woods, down the hills and over the rocks. Where everybody else was holding back he seemed to be flying just an inch over the bike; just holding on with a couple of fingers



Sporting a wild new Black Rainbow helmet, Jack Lafferty Jr. was riding like the wind, but the wind just wasn't blowing hard enough. Jack's got to be getting tired of finishing in second place.



Busted! Kevin Hines came down to show us all how to ride, but a bent chain guide put him out of the running. So far, he's leading the National enduros, and intent upon winning the championship again.



Scrambling up one of the many Ridge Run hills. There were plenty of rocks, lots of mud, and a little bit of rain to make you miserable. Still, it was an excellent enduro, in true Ridge fashion.

and going with it, wherever it went. Yep, he had it in the bag, and unless somebody else came up with a transporter beam, he'd make Ridge his fourth in a row this season.

What about everybody else? Well, Bert didn't cause any damage to the results sheets, since he bailed off before the last check and dislocated his shoulder. Jack Lafferty Jr., sporting a new helmet and all, couldn't crack Bennett's score and finished first in the AA class. Hank Stankiewicz was next in line below Lafferty, carding a 13 on his Montgomeryville Cycles RMX and doing very well for the "senior" AA class rider. Ken Yankowski and Wally Mollenkopf also finished with 13, in that order, and fifth in the AA was Danny Nenstiel.

Dennis Zurawski Jr. won the High Point A with a 12, which put the KTM pilot in third overall—and excellent day! Mark Lagomarsino also rode a KTM to the High Point B trophy with 18 points to his credit, and J. Kirchner was the High Point C winner with 35 points.

As the last riders hammered their way into the finish the skies finally opened up and got wet, and the later numbers had the thrill of getting soaked as well as pounded. It was a tough one, sure enough, but another good one. Ridge always knows where to put the checks and how to make a great enduro. They had the best down here for the last two years. Was this one number three?

Ridge Run Enduro Class Results	
Kevin Bennett	Hon 7
Grand Champion	
Dennis Zurawski Jr.	KTM 12
High Point A	
Mark Lagomarsino	KTM 18
High Point B	
J. Kirchner	Kaw 35
High Point C	
AA	
1. Jack Lafferty Jr.	KTM 11
2. Hank Stankiewicz	Suz 13
3. Ken Yankowski	KTM 13
4. Rich Mollenkopf	KTM 13
5. Dan Nenstiel	Hon 14
A 125	
1. Steve Hodgson	Kaw 18
2. Mike Lafferty	KTM 21
3. Rob Farber	Hon 30
4. Scott Galloway	Kaw 31
5. Dave Barlow	Kaw 31
A 200	
1. Jerry Lynn	Kaw 21
2. Mike Rezkowski	Kaw 24
3. G. Scherer	Kaw 24
A 250	
1. B. Atkinson	Yam 16
2. Jeff Rosenberg	Hon 17
3. Mark Marszalek	Yam 18
4. Scott Baker	Suz 18
5. Pat Emmons	KTM 19
A Open	
1. Cliff Tenney	ATK 18
2. M. Lacker	KTM 18
3. S. Wolfersberger	Suz 20
4. Kenny L. Taylor	KTM 23
5. Tony Tomasello	KTM 25
A Four Stroke	
1. Bob Dana	Hon 13
2. John Cushing	Hon 20

3. Doug Mason	Hon 29
4. Gary Noble	Hon 41
5. Russ Hancock	Hon 45
A Senior	
1. Bill Johnson	Hon 21
2. Tom Ebersole	Suz 23
3. Charles Stapleford	Kaw 32
4. Jack Lafferty	KTM 35
5. Fred Wickline	Suz 36
A Super Senior	
1. J. Galie	KTM 52
2. Ed Baker	Hon 104
B 125	
1. A. Neubauer	Kaw 24
2. C. Shenigo	KTM 31
3. Mark Marcin	KTM 31
4. Tom Steese	Kaw 40
5. Jay Dembro	KTM 55
B 200	
1. Darren Earley	Kaw 26
2. Bob Mohn	Yam 31
3. D. Varnes	Yam 37
4. Rich Lorensen	Kaw 37
5. S. Straus	Kaw 38
B 250	
1. Terry West	Suz 22
2. Bill Severe	Yam 23
3. B. Little	Hon 24
4. Dave Woodworth	Yam 32
5. T. Thigpen	KTM 32
B Open	
1. R. Shirk	Yam 26
2. A. Frei	ATK 30
3. W. Fontanazza	KTM 33
4. R. Rodgers	KTM 36
5. Chris Garber	KTM 36
B Four Stroke	
1. Vernon Wood	Hon 29
2. J. Creesy	Suz 33
3. Glenn Gater	Hon 42
4. S. Milewski	Hon 43

5. Keith Mahon	Hon 47
B Senior	
1. M. Soresino	ATK 34
2. R. Schoonmaker	Kaw 46
3. T. Marsh	Yam 40
4. D. Varnes	Suz 43
5. Gary Circosta	Hus 48
B Super Senior	
1. Dave Severe	KTM ck.7
2. Len Rehatchek Sr.	Kaw ck.2
C 200	
1. B. Smith	Kaw 37
2. K. Dobbins	Hon 55
3. J. Yeaton	Kaw 72
4. F. Stern	Yam 73
5. W. Lawrence	Yam 75
C 250	
1. S. Ober	Yam 37
2. L. Green	Kaw 45
3. L. Gordon	Suz 50
4. J. Bomberger	KTM 60
5. T. Glennon	Hon 80
C Open	
1. D. Kirker	Hon 35
2. R. Bernet	C-A 55
3. M. Sikkema	Kaw 103
4. J. Boonstra	Hon 162
5. A. Bartek	Hus 195
C Four Stroke	
1. C. Insel	Hon 60
2. E. Nijkamp	Hon 64
3. C. Schnitzer	Hon 134
4. D. Walker	Hon 164
5. C. Halbach	KTM 197
Teams	
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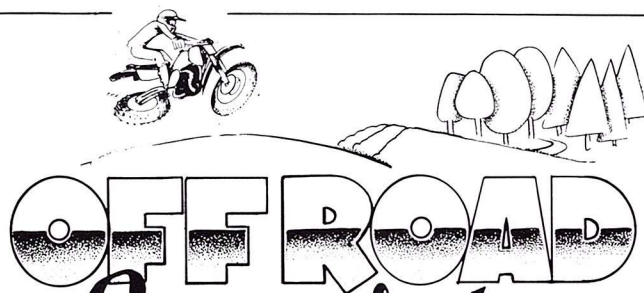
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—Jay Leno

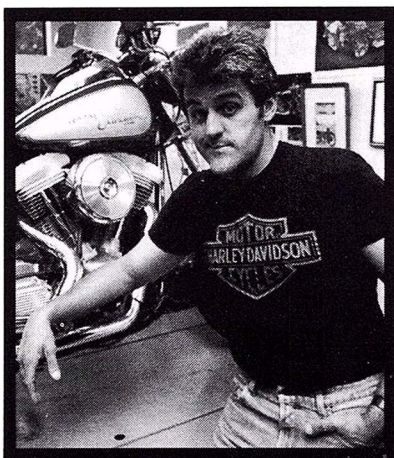


PHOTO: DEXTER FORD

Name: Jay Leno

Occupation: Comedian, *Tonight Show* guest host, film and television personality

Riding history: When I was a kid—about ten years old—I remember a guy in our town had a Vincent. And of course we thought he was very worldly—he could actually drive all the way to the next town. We were just in awe of the guy, and his Vincent.

A little later some friend gave us a broken-down Honda 90. Being the good mechanics we were, we took it apart and painted the piston red and the cylinder head yellow. Then we threw away all that paper that was clogging up the engine—we later found out those were called gaskets.

I had a couple of beat-up Japanese bikes, and then in '79 I got a CBX, because the engine reminded me so

much of a Ferrari. I crashed that one, got another, a faired '81 CBX, but by that time I was losing interest in modern bikes—they seemed too complex and hard to work on. In '81 I looked around and bought my first Vincent, the Rapide.

Riding the old English bikes is like piloting a plane—you walk around the bike before you get on, just to make sure everything is all right.

I must admit, I enjoy working on the bikes. For every hour I ride I would say I easily spend another hour tinkering, because it's something I enjoy.

I guess I like older bikes for the same reason I like antique watches, or anything else that's well made. I don't like the new fully enclosed motorcycles—I tend not to like any motorcycle I can't see through.

Motorcycles look right. It's like people who can sit and stare at a Chagall or a Renoir for hours. I'll come out here in the garage and just let my eyes wander over the Vincents and the Broughs—to me, it's artwork. The castings, the way everything is held together—it's kinetic art, I guess you'd call it.

Motorcycles and show business: I try to promote motorcycling when I can. I've ridden my Harley onto the stage of the David Letterman show, the *Tonight Show*, and *Merv Griffin*. I like doing it with the Harley because it's an American-made bike, and I'm an American comedian. There's a certain national chauvinism that's fun.

I think people like that.

When I ride my Vincent or the Harley to a show, people stop and wave. It's a whole different atmosphere. It's fun sometimes to pull into the *Tonight Show* on my bike—it shows that I've got a little different point of view.

Magazine: I like the fact that MOTORCYCLIST covers only street bikes—I don't have much interest in dirt bikes. And I especially like the project series where Joe Minton or somebody else takes a bike and, over the course of a few months, tests various bolt-on horsepower accessories. The idea of earning your horsepower appeals to me—you can get a bike in stock trim and learn to ride it, and then, as you improve as a rider, you can add the power as you learn to use it. I like Joe's tech pieces because they're written for the layman, because he talks about real-world horsepower that you can achieve in your own garage.

I like the "Off the Record" sections, because there are lots of bikes I don't want to read the whole test on—I just want to read the opinions of the guys on the magazine staff.

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NETRA Round Two

New England Championship

Riding in the rain at NETRA's "easiest" enduro

By Paul Clipper

Somers, CT 5/20

Saturday, the 19th of May was such a beautiful day it was hard to imagine it ever changing for the worse. With 70-degree temperatures and perfectly clear skies, I wanted "to stay home and start painting the house, which is exactly what I did. It was almost fun, but Sunday would be even funner, I was sure.

About mid-afternoon I packed up the van and headed up to Bert Guerrette's house in Stafford Springs, Connecticut. Bert was recovering from a twisted wing suffered in the Ridge Run the week before, and although he was scheduled to front run the New England Championship (his club, the Ramblers, and the Rams put it on) he'd be doing no riding, that's for sure. Because of that, it was a simple matter to talk him out of his 125 (first place, Snow Run) for a *Trail Rider* test.

Bert was waiting when I got there, two hours late after fighting the usual New York bottleneck. He had one arm draped uselessly over his chest and the other one fondling the 125 I was looking for. We spent an hour hooking up timekeeping gear and adjusting things, and then retired for the night. It was going to be a big day tomorrow,

and we certainly wanted to be fresh in the morning.

NICE WEATHER

Well, we were about as fresh as you can expect to be after three hours sleep, and the morning greeted us clammy and foul. The temperature was down in the high forties and it was alternately raining and drizzling. What happened to the fine weather?

Weather regardless, the Four Town Fairgrounds was filling up when we got there. By the time the last rider left the impound, Trail Boss Jerry Shinnars had the total figured out: 285 riders on the course, the highest entry for a NETRA enduro to date. Say what you want about "easy" enduros, but if you make the whole course rideable for a "C" rider and tell the world about it, sooner or later the whole world is going to show up. Even if you don't plan on timekeeping, it's still a great trailride!

That's what we were doing there—going for a trailride. To try to do anything memorable on a bike you've only just seen yesterday is always a bad idea, so I planned to just ride for fun and try out a new Keymaster computer while I was at it. The Keymaster folks were parked right behind me as a matter of fact, which made it easy to coerce them into finishing the installation

for me, since Bert and I couldn't figure out how to install the front wheel sensor with a beer in each hand on Saturday night. This Keymaster is a really effective enduro computer, I found out. Look for a report on it soon.

So Bert couldn't ride because he was working the event, and Jim Mitchell showed up walking real slow from a wrestling match with his street bike. That left Russ Stearns, the KTM rider who was breathing down Bert's neck at the Monahan



Kevin Hines came out for a rainy day ride, and took the High Point by three points. He also did a high speed bail-off on a carriage road and claims he was riding "slow."



Al Eames, Trail Boss of the 1973 Berkshire ISDT, served duty as the official starter for the New England Championship. No, he didn't ride the course on the BMW!



The clouds were low and the weather grim, but 285 riders came out for the New England Championship. Mute testimony to the appeal of "easy" enduros.

enduro, and Kemp Stewart, a long-time Husky rider from Precision Cycle as the top choices for the overall.

Oh yeah, and Kevin Hines. Hines showed up with his 250 in the back of a pickup truck and his Brand X race face on. He was probably the only person there who was *happy* that it was raining!

We started off with just cloudy, damp weather; and I felt really sorry for the guys who left without a jacket. The course went about seven miles on pavement before we hit the first dirt road, and then about four miles on woods road and trail, just for a warm-up. Then it was another 14 miles of tar to get into the meat of the run.

We seemed to be riding in the Stafford area, and the course covered a lot of the Shenipsit State Forest, scene of the Turkey Wars recently. Wild turkey nesting will keep this enduro out of Shenipsit next year, unless NETRA is successful in the legal battle. We saw no turkeys during the ride, nesting or otherwise.

Hines spent the morning zeroing checks, while everybody else seemed to drop a point or two. I dropped a fistful of points, but then I've personally demoted myself to a "D" rider, and expected that performance. The morning ride ended at the edge of Michele's Laurel Labyrinth, scene of the annual Connecticut State Enduro, and took a 20-minute break for gas.

The next section, after a known control restart, was a 3-mile taste test of what the Conn State hare scrambles is like. Pretty rugged. Lots of slick rocks, small slime pits and a wealth of exposed roots, all deep in a laurel thicket. There was a lot of wheel-spinning and crashing going on, and I got through it six minutes down. Heard Hines did it with only a two-point loss, or less. It was starting to get pretty obvious who was going to win the overall.

Hines didn't do it without incident, though. At the 60.4 mile mark there were arrows torn down on an asphalt section, and all of us got either confused or lost for a bit. Hines got confused, and entered the next check-in at 55 seconds into his minute. He then came close to ending his day.

"I came through the check at the bottom of my minute," he said, "And took off through the woods. We got out on this little piece of carriage road and I was gassing it up at the same time as checking my roll chart, and I hit a rock and flipped. I went right over the bars and landed on my head. That's when I decided to slow down—hey, this isn't a national!"

Kevin's idea of slowing down meant finishing up with a five-point loss ("I could have had a two!" he claimed), while his closest competition came in with eight points. Kemp Stewart wound up finishing second overall, with eight points and a 5:28 in the special test section. Russ Stearns tied him on the points, but lost 25 more seconds on the test. Peter St. Pierre and Paul Milliken were next with nine points each, and Kerry Clark finished out the top five.

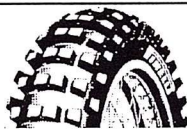
St. Pierre picked up the High Point A award for his troubles, while Jeff Walker rode his Honda four stroke to a 14-point loss and took High Point B. High Point C went to KTM rider Ken Davis, who topped the C's with 27 points.

Yes, and it did rain while we were out there,

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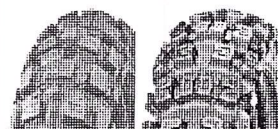
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not particularly hard, but enough to get the rivulets running down the center of the carriage roads and to keep the mud wet. You had a better time if you started the day with new tires, but Shinnars once again put together a run that kept the fast boys on their toes and still allowed all the novice riders to finish. Because of the terrain, the

New England Championship is never going to be known as an easy enduro for the "C" riders, but it's definitely finishable and satisfying. If you want to get your start in New England enduro riding, this is the run to look for—as long as the turkeys aren't blocking the trails. Hats off to the Rams and Ramblers for another super job. 🏆

New England Championship Enduro Class Results		A Senior		B Senior		C Heavy	
Kevin Hines	KTM 5	1. Al Zitta	KTM 15	1. Joe Collins	Yam 24	1. Michael Zalansky	Hus 28
Overall High Point		2. Don Burnett	Yam 19	2. Dave Betts	Suz 33	2. D. Szlachetka	Kaw 31
Peter St. Pierre	Hon 9	3. Jerry Randall	Hon 22	3. Bruce Miller	KTM 33	3. William Martin	KTM 35
High Point A		4. Gary Martin	KTM 22	4. John Campetti	KTM 37	4. Stephen Kravitz	KTM 37
Jeff Walker	Hon 14	5. Bill Johnson	Hon 29	5. Gary Circosta	Hus 39	5. Frank Desgro	KTM 38
High Point B		A Veteran		B Veteran		C Senior	
Ken Davis	KTM 27	1. Irv Witkop	KTM 15	1. Steve Gilmore	Hon 17	1. Bill LaCross	KTM 40
High Point C		2. Max Parkes	KTM 16	2. Ken Robbins	Hus 20	2. Toni Moores	KTM 57
AA		3. Peter Ruggiero	KTM 17	3. Tom Vella	Hon 25	3. Irwin Moiseff	KTM 53
1. Kemp Stewart	Hus 8	4. Jim Satryb	Suz 19	4. Joe Palumbo	Suz 26	4. Bob Sadowski	Hon 56
2. Russ Stearns	KTM 8	5. Bruce Cuddy	21	5. Bill Kerr	KTM 27	5. Al Fagan	Hus 62
A Bantam		A Super Senior		Women		C Super Senior	
1. Dave Burnett	Yam 14	1. James Nash	Hon 67	1. Diane Pavoni	KTM 55	1. Jack Dashner	Kaw 79
2. Patrick Royer	Yam 15	B Bantam		2. Sandra Adams	Yam ck.11	2. Robert Gonyo	Hus ck.9
3. Keith Honda	KTM 16	1. Curt Howard	Hus 15	3. Jean Wilkenson	Suz ck.3	C Four Stroke	
4. Kevin Howley	C-A 17	2. Eric White	Suz 17	A & B Four Stroke		1. Neal Hamilton	Yam 43
5. Paul Clipper	KTM 46	3. Paul Knowlton	Kaw 18	1. Bob Dana	Hon 13	2. Sean McBride	Hon 55
A Light		4. Luis Colom	Kaw 21	2. Bob Ellis	Hus 14	3. Al Ewald	Hon 56
1. Paul Milliken	KTM 9	5. Don Heckler	Hon 24	3. Jeff Walker	Hon 14	4. J. Carpenter, Jr.	Hon 56
2. Kerry Clark	Hon 11	B Light		4. Joseph Smith	Suz 21	C Veteran	
3. Larry Pugrab	KTM 14	1. Daniel Cowan	KTM 19	5. James Burns	Hon 25	1. Robert Kamay	Kaw 29
4. Al Drane	KTM 15	2. Rick Bogli	Hon 19	C Bantam		2. Gary Brodeur	KTM 37
5. Scott Baker	Suz 16	3. Alan Rustici	KTM 23	1. Scott L'Heureux	Kaw 29	3. Gerald Couture	Hus 40
A Heavy		4. Nick Isokalas	29	2. Kevin Joerres	Suz 31	4. Paul Hurley	Hus 41
1. Guy Hill	Hus 14	5. Alan Vetri	Cag 30	3. Mike Cyr	C-A 33	5. Charles Keir	KTM 41
2. Ron Stevens	KTM 14	B Heavy		4. Gene Garneau	Kaw 34	Teams	
3. Fred Towslee	KTM 15	1. Jason Rawlings	KTM 17	C Light		1. Precision Cycle	38
4. Duncan Broatch	KTM 15	2. Sam Fischer	20	1. Mark Bailey	Hon 28	Kemp Stewart	
5. Steve Ribbe	KTM 16	3. Rod Worster	KTM 25	2. Ken Ryan	Hus 37	Bob Ellis	
		4. Tom Marchand	Hus 34	3. Dean Eumenidi	Hon 37	Keith Honda	
		5. Bob Baiger	Hus 47	4. Scott Barger	Hus 43		



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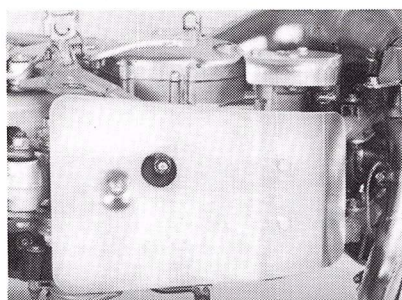
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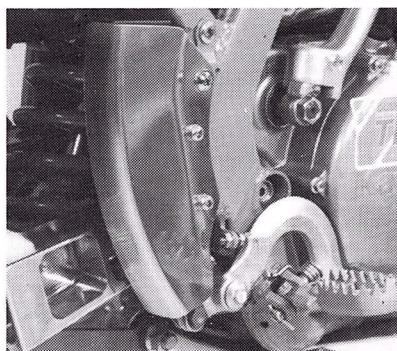
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AMA D-6 Hare Scrambles Series

DISTRICT SIX UPDATE

Getting through a wet spring in Pennsylvania

By Bob Shughart

Pine Grove, PA 4/8

The third race in the D-6 season happened at the Flying Dutchmen M.C. clubgrounds again, and it was definitely a muddy spring day. By the second half of the race the course was very rutted. So far, we haven't had a race yet this year without rain being part of the difficulty factor!

ECEA's Rich Mollenkopf battled with local favorite Gary Dunkleberger in the A250 class, with Mollenkopf coming out on top. The Flying Dutchmen continue to have good turnouts at their events.

Pine Grove, PA 4/22

Once again, a race at the Flying Dutchmen grounds, but this time with no rain! The weather turned out nice and sunny for a change, giving the guys a look at how nice the riding can be in



On the only sunny day in this report, Mike Ego leads the B Senior class into the first turn.



Dave Beers getting traction at Flying Dutchmen, on one of the best days so far.

There isn't anything like Pennsylvania clay in the spring—unless it's Maryland clay, or Delaware clay or Virginia clay....

a conflict with the ECEA's Pine Hill enduro. Mike Ego won the Senior B class, but he promises he won't let it go to his head (pun intended —Ed.). Dulcie Nieswender won the Women's class today.

Birdsboro, PA 4/29

Pagoda Motorcycle Club hosted the fifth race in the D-6 season, and it looked like another good day. During sign-up the sun was out and the weather looked fine; as soon as the start flag dropped it began to pour. After an hour and a half the race had to be stopped due to hazardous conditions, and scoring was a real nightmare!

Rich Mollenkopf won the A250 class again,

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Pine Grove D-6 April 8, 1990 Senior A	3. M. Strause B200
1. Jerome Lynn	1. Shawn Lalli
2. David Risser	2. Troy Bauer
3. Thomas Ebersole	3. Richard Dombey
A Open	B125
1. Richard Moyer	1. Eric Erb
2. Mark Grossman	2. Travis Smeltz
A250	3. Tim Devonshire
1. Rich Mollenkopf	Mini 13-15
2. Gary Dunkleberger	1. Jason Wunderlich
3. Dennis Weaver	2. Chris Kerner
A200	3. Willy Ramm
1. Craig Shenigo	Mini 8-12
Senior B	1. John Wunderlich
1. Ronald Unis	2. Bob Huggins
2. Mike Ego	3. George Romeo, Jr.
3. Samuel Bongiou	Super Senior
B Open	1. Robert Hayes
1. John Osif	2. L.R. Batson
2. Mark Moyer	3. Robert Shughart
3. Anthony Zielinski	Women
B250	1. Dulcie Nieswender
1. Kenneth Yoder	2. Tiffany Mikulski
2. Douglas A. Stoltz	3. Samara Litts

Pine Grove D-6 April 22, 1990 Senior A	B200
1. David Risser	1. Chris Harril
2. Len Clark	2. Troy Bauer
A Open	3. Richard Dombey
1. Richard Moyer	B125
A250	1. Eric Erb
1. Gary Dunkleberger	2. Travis Smeltz
A200	3. Tim Devonshire
1. John Weigel	Mini 13-15
Senior B	1. Jason Wunderlich
1. Mike Ego	2. Chris Kern
2. Daniel Wolfe	3. Joshua Ruhle
3. Samuel Bongiou	Mini 8-12
B Open	1. Damon Roman
1. Mark Moyer	2. Michael Fried
2. John Osif	Super Senior
3. Anthony Zielinski	1. Robert Hayes
B250	2. L.R. Batson
1. Kenneth Yoder	3. Robert Shughart
2. Mike Strause	Women
3. Raymond Jenkins	1. Dulcie Nieswender
	2. Tiffany Mikulski
	3. Karen Stoltz

followed by Danny Nenstiel and Gary Dunkleberger. Shawn Lalli won the hotly contested B200 class once again, and Eric Erb took the B125 trophy. There were no Mini class or Women's class "survivors" this day!

Clifford, PA 5/13

We moved to Hurricane Hills M.C.'s location for this sixth race in the season, a 2.8 mile course deep in the woods. The weather was cool and rain didn't help much. There was a very light

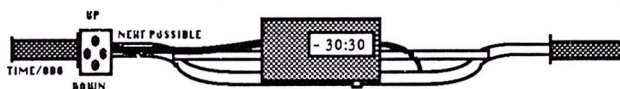


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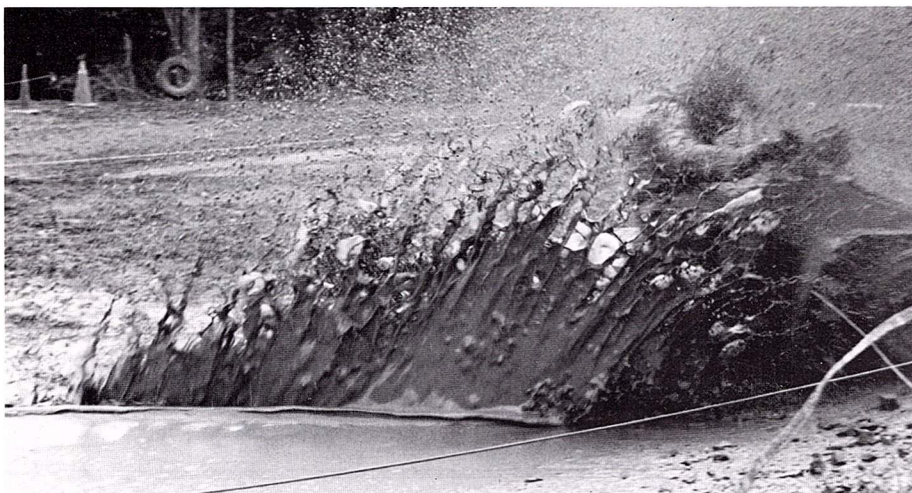
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While these two teams still disagree on who the better racers are, there's no question on their vote for the best engine oil.

Bel-Ray H1R.





A howling slop explosion at the Flying Dutchmen hare scrambles. A few laps of this and you not only look brown, but you feel and taste brown, too!

turnout compared to the other events.

Plenty of tight trails and slippery uphill made this a challenging event to ride. Exhaust pipe builder Rich Daily came out and won the A Open class today, and Steve Hatch took the A250 win away from Gary Dunkleberger. Brian Sonnenschien was the top 250B winner, and

Trail Rider contest winner Anthony Zielinski topped the B Open class. John Weigel won the A200 class—he's done it the last three times in a row!

The next hare scrambles in the District 6 Series is scheduled for right here at Hurricane Hills. See you there on June 30!

**Birdsboro D-6
April 29, 1990
Senior A**

1. Jerome Lynn
2. Len Clark
3. David Risser

A Open

1. Richard Moyer
2. David Mealing
3. Eric Weaver

A250

1. Rich Mollenkopf
2. Danny Nenstiel
3. Gary Dunkleberger

A200

1. John Weigel
2. Mike Ego
3. Samuel Bongiou

Senior B

1. Mike Ego
2. Samuel Bongiou
3. Art Wilson

B Open

1. Mitchell Adams
2. John Osif
3. Anthony Zielinski

B250

1. Doug Stoltz
2. Mike Strause
3. Johnny Bomberger

B200

1. Shawn Lalli
2. Peter Hannix
3. Scott Pletcher

B125

1. Eric Erb
2. Steve Neiswender
3. Tim Devonshire

Super Senior

1. Robert Shughart
2. Robert Hayes
3. John Van Kipa

**Clifford, PA D-6
May 13, 1990
Senior A**

1. Mike Adams
2. Len Clark
3. David Risser

A Open

1. Rich Daily
2. Steve Hatch
3. Gary Dunkleberger

A200

1. John Weigel
2. James Spencer
3. Roger Billharz

Senior B

1. James Spencer
2. Roger Billharz
3. Glen Dougherty

B Open

1. Anthony Zielinski

2. Mitchell Adams
3. Mark Moyer

B250

1. Brian Sonnenschein
2. Dale Stone
3. John James

B200

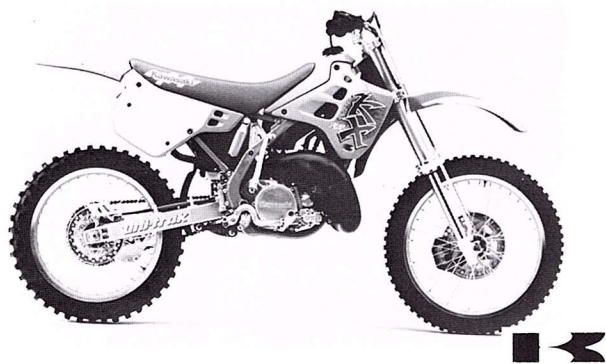
1. Shawn Lalli
2. Rich Donbey

B125

1. Eric Erb
2. Keith Fellenbauer
3. Dennis Bauer

Super Senior

1. Robert Shughart
2. Karen Stoltz



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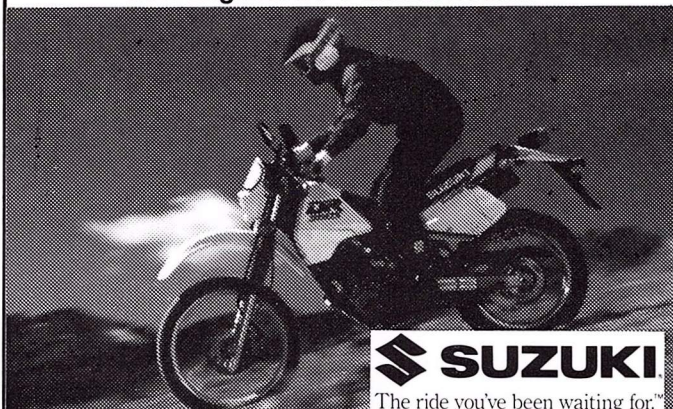
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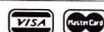
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HOW CAN THEY DO THIS TO US? They do it with cubic dollars and a horde of greedy lawyers. The Sierra Club has a huge membership, and they start each year with a war chest of over **THIRTY MILLION DOLLARS!**

WHAT IS THE SAHARA CLUB? Formed by Rick Sieman and Louis McKey, the SAHARA CLUB was formed to fight the Sierra Club head-on, just the way they fight. We plan to use the legal system like a battering ram to get more than our fair share of media coverage.

WHO ARE THESE GUYS? Louis McKey, also known as the Phantom Duck of the Desert, has been fighting to keep our public land free since 1974. Rick Sieman was the first editor of *Dirt Bike* over 20 years ago, and is now a professional off-road racer on the SCORE/HDRA circuit, as well as a writer for several off-road publications. Together, they won a landmark case in 1981 that kept all existing roads and trails open for public use. Lou and Rick have been battling for your right to use your land for a long time . . . and now they're ready to turn pro and go for the throat full-time!

WHY WE NEED THE SAHARA CLUB. A lot of good people are out there trying to keep land open for public use, and without exception they are well-meaning amateurs. They think that writing letters and attending meetings will get the job done. Wrong. After a decade of this, more land than ever is being taken away from us.

There's only one way to get our fair share, and that's to use the same techniques that the enemy uses. No one is better qualified to do this than Lou and Rick.

OUTRAGEOUS INFORMATION! That's what you get when you become a Sahara Club member. In our first newsletter, we printed names, phone numbers and addresses of some radical Earth First members. These are the terrorist scum who set deadly booby traps that could kill you or your family. We feel it's time that these scum were exposed to the light of day. We'll lay it on the line and tell you which politicians are backed by eco-freaks and which ones are fair. We even infiltrated an Earth First meeting and taped those wharf rats in action. Want to see how Earth First makes deadly traps to kill or maim you? We have that information and will make it available to you.

WHEN WAS THE LAST TIME YOU FELT GOOD ABOUT OUR SPORT? Are you sick and tired of making excuses for having honest fun off-road? Do your own industry "leaders" make you feel guilty about disturbing a patch of sand? What's more important . . . a kid sharing fun off-road with his family or closing off millions of acres so we don't disturb a tortoise? Stand up to the wimps and to the enemy . . . join the Sahara Club and put some pride back in your life!

ACTIONS THAT COUNT! At a recent land use meeting in Beverly Hills, ten Sahara Club members dressed up in convict outfits with CRANSTON emblazoned across them. He's the senator who was involved in the Lincoln Savings & Loan scandal and the pinhead behind the massive HR 780 land closure bill. Our team of Cranston-Cons made numerous papers and were seen on over 60 TV stations. Even the anti-off-road *Los Angeles Times* ran a huge photo of a pair of our Cons in action, reaching over a million readers with a dramatic statement. The Sahara Club has already been on a number of radio stations and will regularly hit the talk show circuit with **OUR SIDE** of the story.

WE CAN DO IT! There are literally millions of off-roaders in this great country, and most of them are busy making a living, working, raising a family and coping with everyday problems. While they cope with the daily grind, their recreational land is being taken away at a staggering rate. If we can get one million folks to join the Sahara Club, we can fight toe to toe against the people who are trying to take your land away. Attack now, legally, and feel proud about it. Rick and Lou are putting everything they have on the line once again. It's now up to you. Join the Sahara Club. It's about time!

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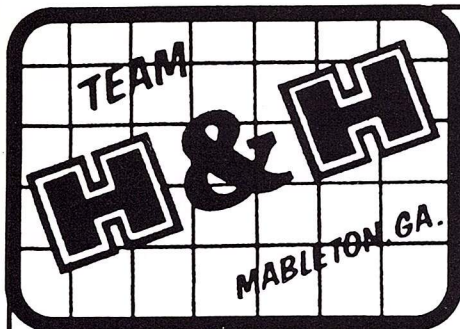
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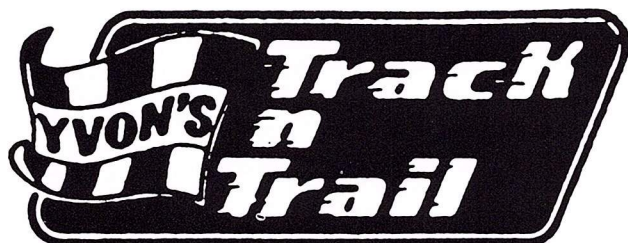


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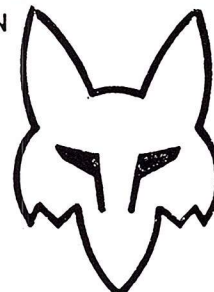
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Rider's Class (check one) District 4 number: _____

___ AA ___ A ___ B ___ C

___ Senior A (40 +) ___ Senior B (40 +) ___ Women

___ Super Senior A (50 +) ___ Super Senior B (50 +)

___ 4-Stroke A ___ 4-Stroke B ___ 4-stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____



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SUNDAY, AUGUST 26, 1990

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Entry fee: \$22 pre-entry, \$25 post-entry (day of event).

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Mail completed entries and checks to:

Competition Dirt Riders, Inc.

c/o Gene Jost

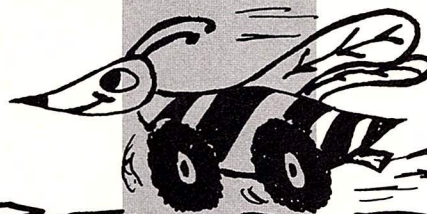
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Information: (609)327-5015 Please limit calls.

No motorcycles to be started after 8 PM Saturday or before 7 AM Sunday!

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AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

___ AA ___ A ___ B ___ C

___ Senior A (40 +) ___ Senior B (40 +) ___ Women

___ Super Senior A (50 +) ___ Super Senior B (50 +)

___ 4-Stroke A ___ 4-Stroke B ___ 4-stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

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Notary _____

Commission Expires _____

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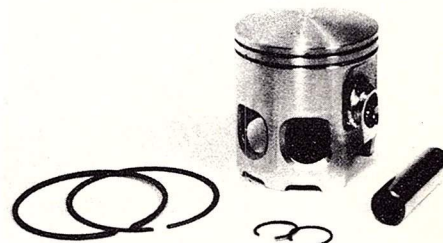
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KEYMASTER Enduro Computer

For the enduro rider who wants it all!

By the Trail Rider staff

Years ago, the best timekeeping equipment was a Wesclock Pocket Ben and a Hi-Point roll chart holder. Why? Because years ago, that was all you could get. Many of us can still remember trying to see where the minute hand of that damned watch was while bouncing down the trail, and if we zeroed a check it was only because we had 59 seconds in which to do it.

Next came digital watches, and, after a long wait, large-numeral digital clocks. A handlebar

digital clock, like the Countdown, was almost like cheating, and we couldn't see timekeeping equipment getting any better than that.

Then came computers. The first were electro-mechanical devices that were sometimes reliable, and finally we had electronic pacers, the first from Performance Products, later to be renamed ICO, makers of the Pro 3 Enduro Computer, two nifty electronic odometers, a handlebar clock and Bark Busters.

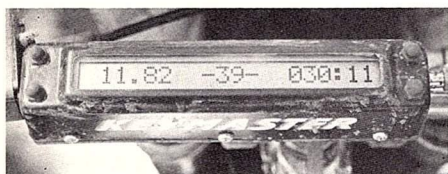
The Pro 3 is a pacer; you match what it says with your odometer and you're on time. The next step from here was to be the *comparator*, a device that combines an odometer and a pacer and actually tells you if you're on time, late or early. The Ghost Rider is the first successful

comparator on the market, with a single display that tells you if you're late or early, where the checks can be, and function as a clock.

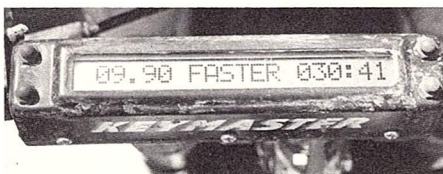
Now just when we think it can't get any better than all this, the Keymaster comes along. No, it's not a Dungeons and Dragons device, it's an enduro computer; and we tried one out at the New England Championship enduro and were really amazed by its abilities. The unit is big—eight and a quarter inches long—and you'll probably only be able to squeeze a roll chart holder along side of it. But, you probably won't need anything else.

The face of the Keymaster is one long digital display with four buttons flanking it on each side. Hit the two bottom buttons and the unit turns on, ready to start the enduro. You can change from the race mode to setup or alternate modes by pressing buttons, and it's in the setup mode that you program the unit with all the run information. As you program, it prompts you with plain english phrases that are easy to understand, and if you make a mistake it's simple to change it.

You can enter the speed changes and resets, and then move on to setting your tire size, picking whether you want measurement in miles or kilometers, and if you want to run AMA rules



The Keymaster's three displays can be set to tell you all you need to know—in this case, mileage, seconds late, and minutes.



When you go beyond five minutes late, the display simply says "faster," and if you're five minutes early, it says "slower." Easy and fast.

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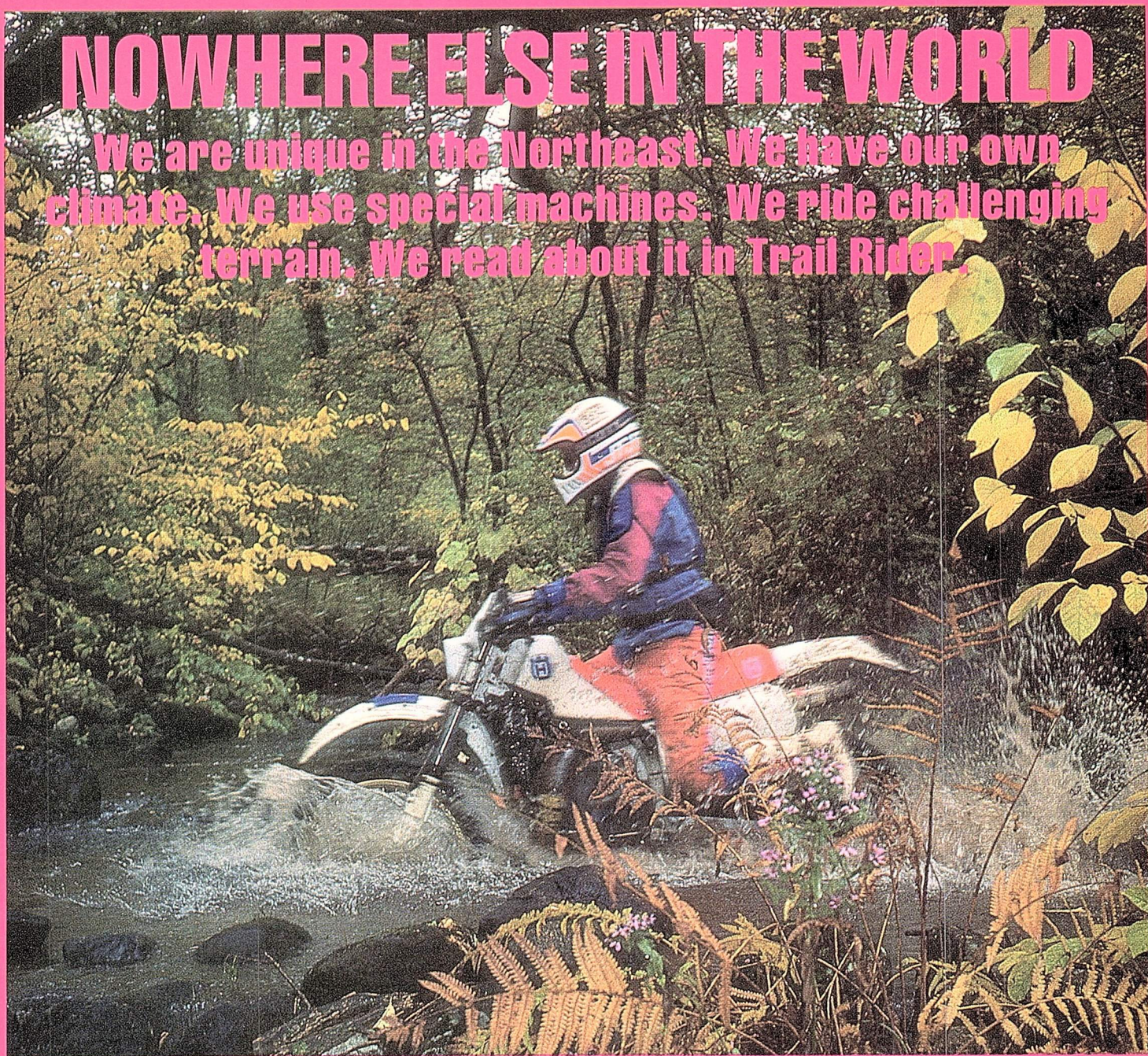


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or Brand X. The Brand X feature has been extremely popular with New England and Canadian riders, two areas that are cursed with this peculiar timekeeping method. If you choose Brand X, the unit asks you for your rider number, and then when you come into a check late, you simply press one button, adjust your key time to the new number, and hit another button and you're back in business. Compared to mentally computing Brand X, it is really like cheating.

When you're all set with the programming, you can choose how you want the display to read. That large display turns into three separate sets of numbers when the unit is running a race; three separate displays. In each one, you can have your choice of a clock, an odometer, a total mileage odometer, a computed distance (pacer), a speedometer, and two different types of comparators, one the difference between your computed (pacer) mileage and the odometer in distance, and the second a difference in time (plus/minus) telling you how late or early you are. We set our unit up with the first display as a clock, the second display as a plus/minus comparator, and the third as the odometer.

If you enter the alternate mode, by pressing the appropriate buttons, you can display your top speed for the day, the total distance the odometer



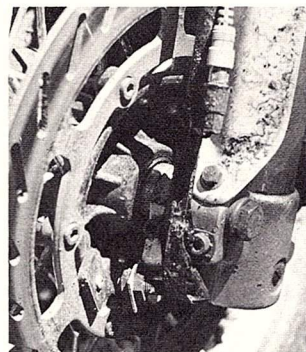
Team Whitestone attaches the front wheel sensor to our test KTM at the absolute last minute before the ride.

check. Punching in the new keytime and making the unit recalculate (which is automatic) takes only seconds. In an AMA enduro use would be even simpler, since you'd only have to look at it all day long. You can reset mileage easily while you ride, and you can even reset your clock during the ride if need be.

The Keymaster takes three AAA batteries for power; they seem to last quite a while. The pickup is a rugged little unit made to be threaded through a quarter-inch hole. It connects to the main unit with an RCA-

ter has traveled, check the function of the wheel pickup, or use it as a stopwatch. The pickup consists of a magnet that attaches to the front hub and a small electronic switch that mounts on the fork leg.

We used the Keymaster in a Brand X enduro and, like we said, it was like cutting the course. For the first time, we were never confused at all, all day long, and just for experiment's sake (uh huh) we hit all the checks late, forcing the unit to recalculate at every



Even after a rushed and sloppy sensor installation, it worked without a hitch. Strong unit!

type stereo cord, available cheaply at any Radio Shack. To show how durable the unit is, the company rep beat it against a picnic table while it was in race mode, and although he did get the display to blank, pressing the bottom left button turned it back on—without losing a beat in the timekeeping!

We're really pumped about the Keymaster; it is definitely the enduro computer for the person who wants it all. For Brand X, it's the only way to go. Now before we annoy our other advertising clients, ICO and Ghost Rider, we'll have to tell you the drawbacks. The unit is big. It will definitely fill your crossbar. And, the stock mounting arrangement puts it in a vulnerable position, although anyone reasonably handy with a piece of aluminum plate can make a sano mounting bracket for it.

The Keymaster may not be for everybody. If you're happy with your stock odometer and just want something light and small, the ICO is for you; or if you just want a comparator for AMA races, the Ghost Rider is all you need. But if you regularly ride Brand X and AMA events, this is the only way to go!

The Keymaster sells for \$299.95 (currently) with all mounting and operational hardware. Whitestone Technologies,

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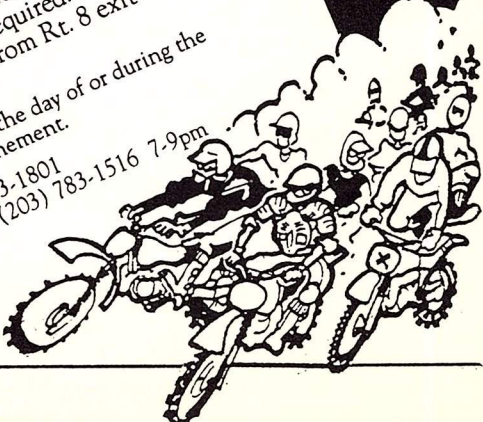
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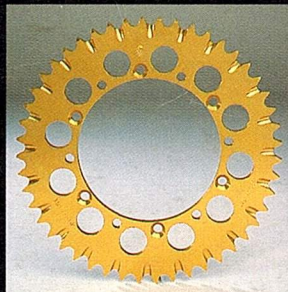
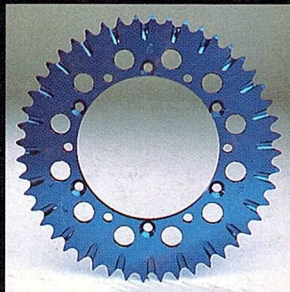
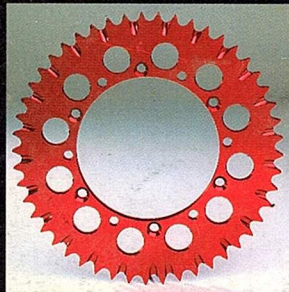
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